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ATLANTIC FISHERMAN

VOL. XII

Registered U. S. Patent Office
NOVEMBER, 1931

No. 10



Iceberg Wharfs O. K. to Columbian

It's a very comfortable feeling to know that you can tie up to an iceberg if necessary, and your line will not only hold but will be easy to handle.

Several times on a recent trip along the east coast of Greenland it became necessary for Captain Bob Bartlett to use his Columbian lines for tying the "Morrissey" to bergs. However, this famous explorer had used Columbian Tape-Marked Rope in tougher circumstances than this.

With winter just around the corner, fishermen can well profit by Captain Bartlett's experience and make all necessary replacements with Columbian. If Captain Bartlett considers Columbian the best rope to use under the hardships of a polar cruise, such as tying up to icebergs, this rope is certainly ideal for the severest kind of fishermen's use.

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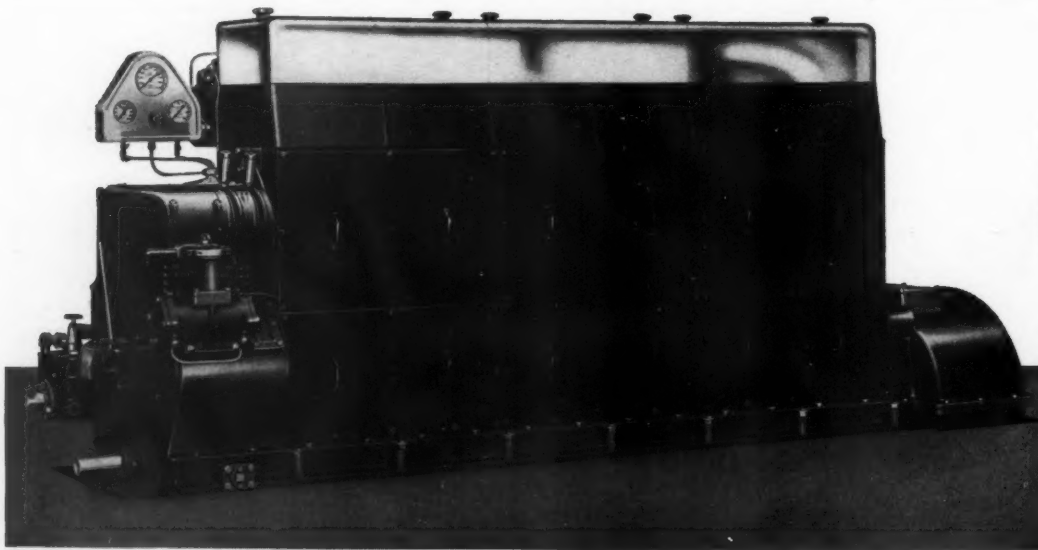
In addition to great dependability the design incorporates many new

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Sizes range from 35 to 800 rated horsepower, in models from two to eight cylinders, for every type of marine service.

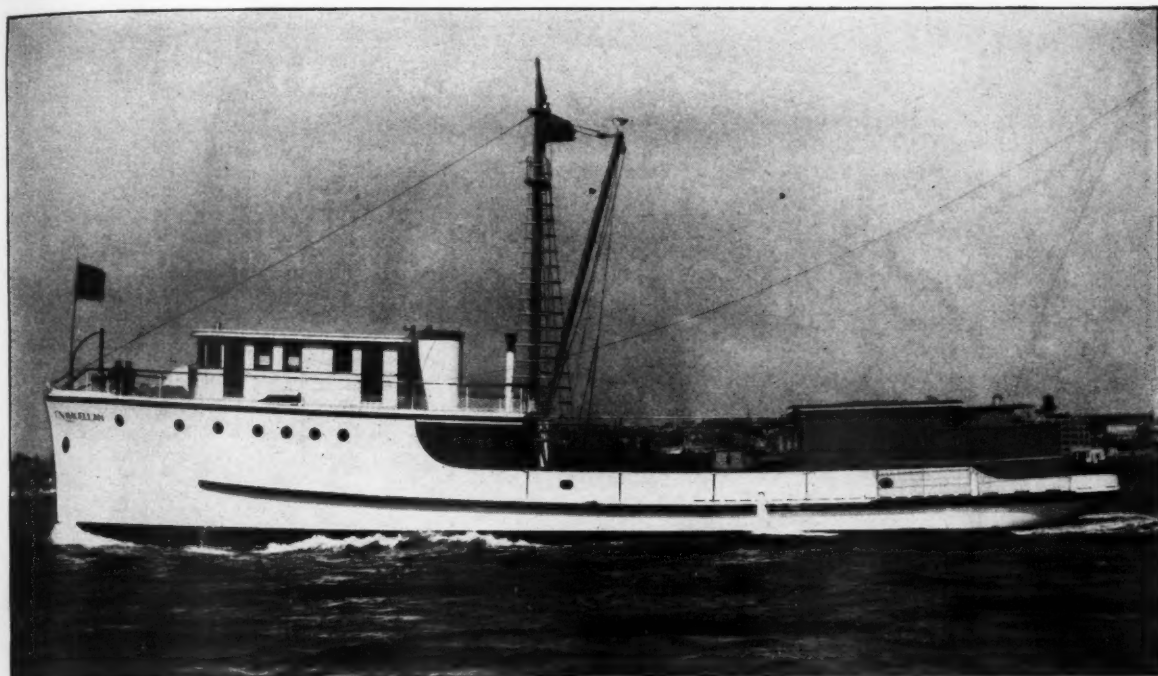
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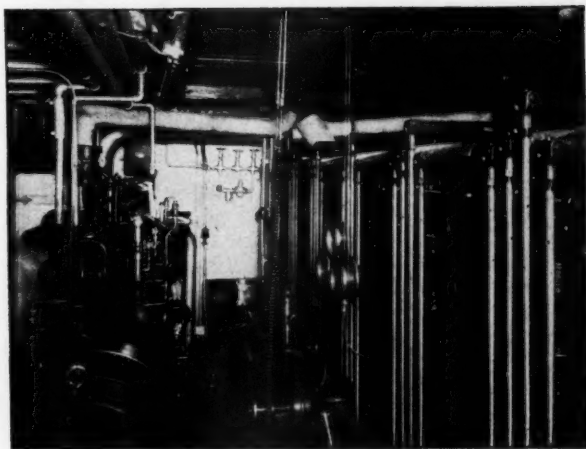
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Branches and distributors serve the entire world.
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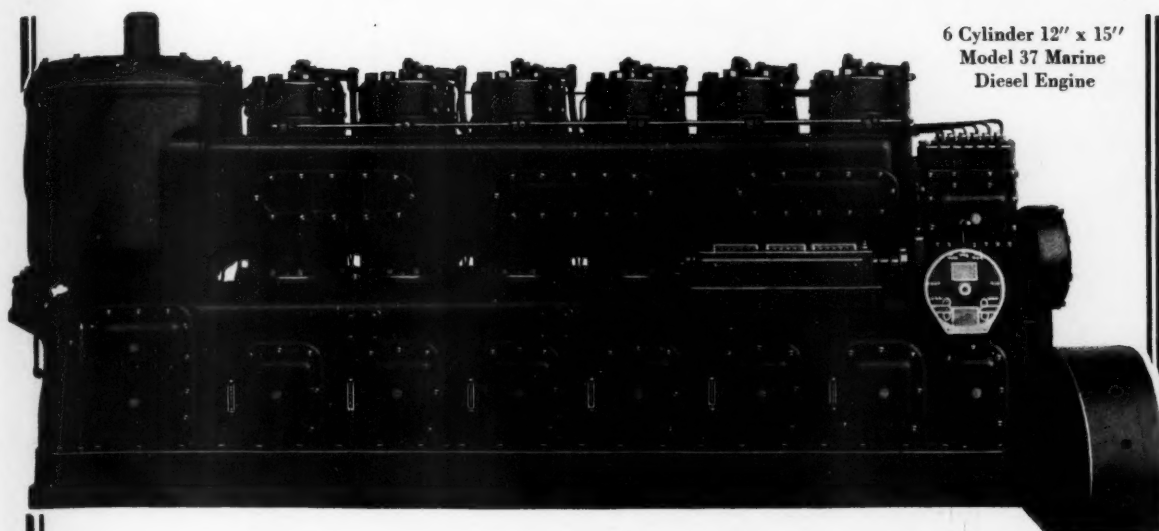
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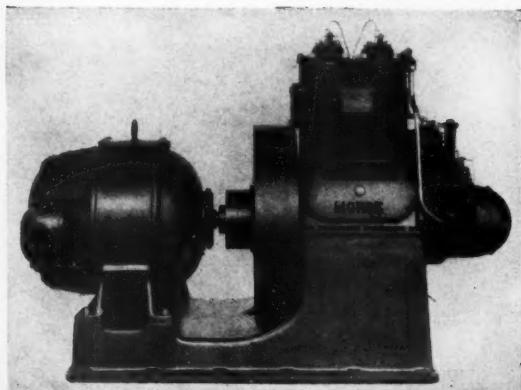
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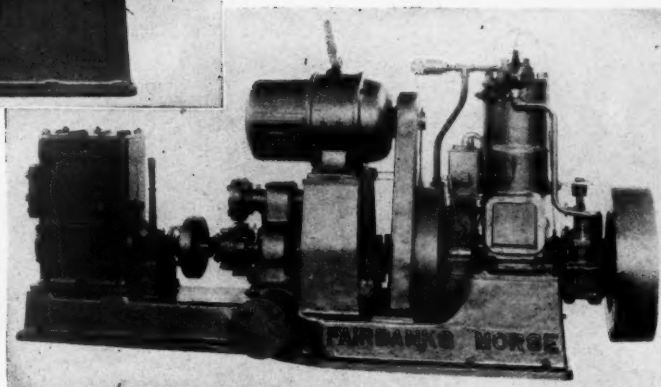
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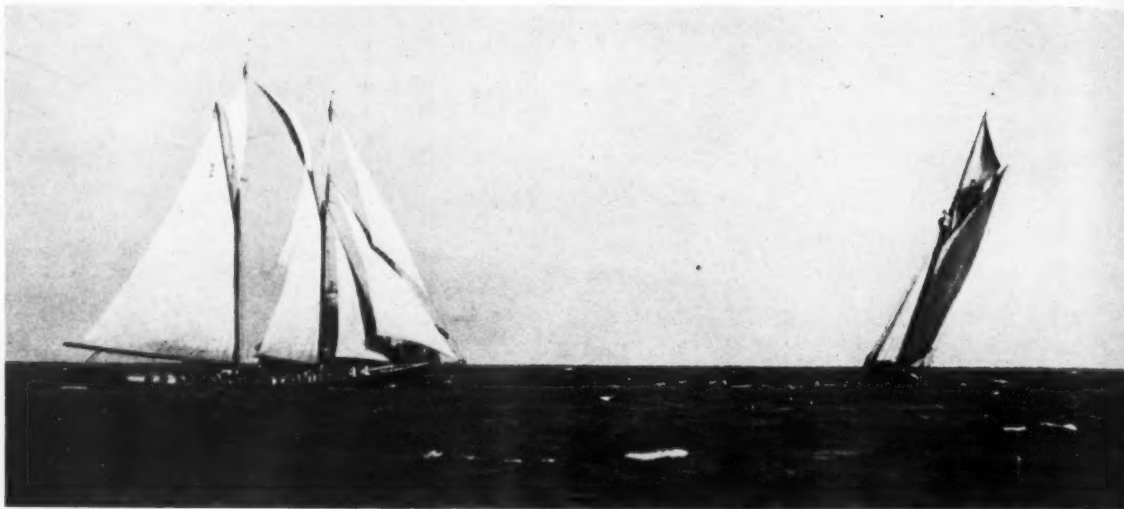
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Generating Set

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of Generator, Water Pump and
Air Compressor





During the third race of the International Fishermen's Series at Halifax. The "Thebaud" is just rounding the light-ship, while the "Bluenose" has filled away.



Receiving the schooner race trophies. Left, Capt. Angus Walters of the "Bluenose", and right, Capt. Ben Pine of the "Gertrude L. Thebaud". The trophy held by Capt. Pine was awarded by the Halifax Herald and a group of Nova Scotia friends for the sportsmanship he has displayed. On Capt. Pine's right is H. R. Silver, chairman of the International Race Committee, and on his left, Premier Harrington of Nova Scotia, who made the presentations.



When the "Thebaud" led the "Bluenose". In the final and closest contest of the International Fishermen's Series at Halifax, the "Gertrude L. Thebaud" (right) is shown leading the "Bluenose" out of Halifax harbor, after Captain John J. Matheson, Gloucester skipper, had bested Captain Angus Walters at the start.

ATLANTIC FISHERMAN

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"The Fisherman's Magazine"

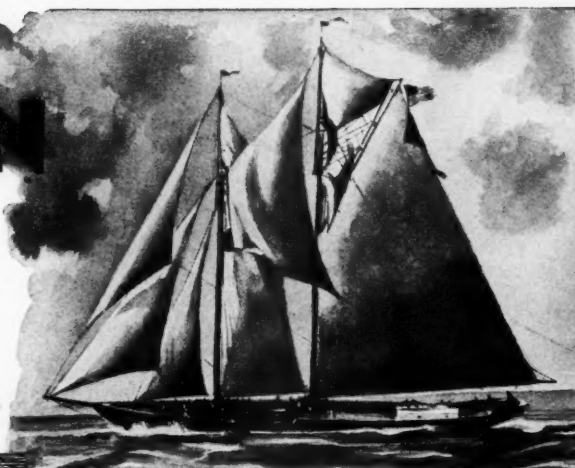
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"Bluenose" Retains Title as Queen of the North Atlantic The "Thebaud" Gave a Good Account of Herself in the First Half of the Third Race

By E. A. Goodick

THE great classic is over and the Lunenburg schooner *Bluenose* is still queen of the North Atlantic sailing fleet, having defeated the American schooner *Gertrude L. Thebaud* in two out of three races.

The first race of the International Series on October 17th was not finished within the time allowance of six hours. The *Bluenose*, Canadian defender of the International Fishermen's Trophy, proved her superiority over the *Thebaud*, her American challenger, under the conditions which prevailed during this race, but she was unable to make the finish line within the allotted six hours, so the opening race of the series had to be resailed on October 19th. After sailing a remarkable race throughout, and continually widening the distance from his rival, Capt. Walters was compelled to give it up with victory almost within his grasp, leading the *Thebaud* by about four miles. The *Bluenose* went over the finish line approximately 35 minutes ahead of the *Thebaud*, who seemed to be handicapped with too much ballast and a shortened sail plan.

In the second race the *Bluenose* gave the *Thebaud* a bad beating and finished approximately six minutes under the time allowance. Only during the first half of the course, sailed almost directly before the wind did the Gloucester boat seriously challenge the ten year old ocean queen. Capt. Ben Pine had the advantage at the start and for six miles it was anybody's guess as to who would have the better of the argument, but after that the *Thebaud* followed in the *Bluenose's* wake. The Gloucester boat, a smaller vessel than the *Bluenose*, did not appear hopelessly outclassed off the wind, but once the schooners started working back against a brisk northerly breeze, the *Bluenose* kept forging steadily ahead of the contender from Gloucester. The day's conditions were just made to order for the *Thebaud* according to those in the know; a smooth sea and a good sailing breeze, but the *Thebaud* apparently too heavily ballasted, labored through the sea, while the *Bluenose* went right along about her business of getting to the finish line first. The course was 36 miles, and the official time at the finish was *Bluenose* 2.53.29 and the *Thebaud* 3.26.15.

In the third race, sailed over the same course as the second, the *Thebaud* put up an unexpected battle to get back in the running for the title. After the beating she took the day before under virtually the same conditions, she surprised everybody by holding her own on the first half of the course of thirty-six miles. The schooners were alternately ahead, the *Thebaud* seriously challenging the ten year old champion for

the first eighteen miles, but after turning the lightship, the race settled down to a parade, with the *Bluenose* constantly increasing her lead.

The *Bluenose* crossed the finish line about ten minutes ahead of the Gloucester vessel, winning the championship once again. Both vessels were given a hearty salute by the various craft as they crossed the finish line to wind up the 1931 International Race Series.

The crew list of the *Thebaud* was as follows: Captain Ben Pine, Captain John Matheson, Nelson Amoro, Forrest Bickford, Harry Christensen, William Clark, Frank De Roache, James Hallett, Raymond B. Gerard, John Hackett, Mickey Hall, Halmar Johnson, Charles Landry, Louis Frances, Bill La Cass, Henry Lapneau, Larry McEwen, Hillary MacKinnon, Andrew Larsen, Roy Patten, James Parson, Colin Powers, Edward Proctor, John Sparrow, Charles Stewart, Joseph Young, William Nickerson, Phillip Mason, Arthur Whynot, Joseph Mesquita.

Your correspondent's party from Gloucester to attend the International Races included George E. Roberts, James E. Marchant and J. Thomas McHenry.

At the Canadian border we were passed by Customs Officer Paylin, a friend of Capt. Howard Blackburn. Capt. Blackburn stopped at Mr. Paylin's father's house in Gloucester, England, when he completed his famous lone trip from Gloucester, Mass., to Gloucester, England. At that time the elder Mr. Paylin was the Customs Officer at Gloucester, England.

At Halifax we were greeted by Capt. Ben Pine who invited us to a dinner he gave his crew and all the Gloucester people who were in Halifax. Among the visitors were Larry McEwen, Chester Marshall and Bill LaCass.

We witnessed the races from the American destroyer *Williamson*, and the night previous attended the banquet given by the trustees of the Halifax Herald International Fishermen's Trophy.

Capt. John J. Matheson, who brought schooner *Gertrude L. Thebaud* to Halifax, was at the helm of the challenger in the third race, owing to the illness of Capt. Ben Pine. Capt. Pine sailed the first two races, against the advice of his personal physician who came to Halifax with him after counseling him against taking the trip. Capt. Ben endured the experience like the good sportsman that he is, but says that he is now all through with racing.



The "Pinta", Capt. N. Poli, St. Augustine, Fla.

Fernandina, Fla. Shrimp Industry Active. Fall Season in Full Swing

By H. L. Peace

WITH the Fall season in full swing, the shrimp industry in this city is on the pickup. Local wharves are the scenes of shrimp boats arriving from outside waters late in the night, with throngs of eager working people, known as shrimp pickers, waiting for them. Work begins with the unloading of the first boat, and all hands are busy until the last boat has been unloaded and the shrimp packed into barrels ready for shipment.

The shrimp are first taken from the holds of the boats, weighed with the heads on, then passed on to large tables where the pickers separate the head of the shrimp from the body. The shrimp are then deposited into troughs where they undergo a washing process, and are weighed for the second time with heads off. In this process the soft shrimp are separated from the harder shrimp, the latter only being used for raw market purposes. The soft shrimp are retained for canneries purposes. The product is packed in ice in barrels, with an average of 125 pounds to the barrel, and shipped to the New York market.

Shipments in the past month have been sixteen earloads of the raw product to the New York market, with a total of 2,240 barrels or 280,000 pounds. The average shipment has been 125 pounds to the barrel. Companies fishing out of this port and contributing to the earloads of raw shrimp shipped to the New York market during the past month are: Welmer Fish Company, S. Versaggi Son's, Fishler Prawn Company,

Charles Bassetta & Company, Florida Shrimp Company and The Gianino Fish Company.

Market Conditions

Due to the heavy run of shrimp, market conditions have been poor. Many dealers report breaking even on the sales to the New York market, and have cut the price of shrimp purchased from the fishermen to meet this slump. Prices have been cut by local dealers from \$2.00 per bushel purchased from outside boats to \$1.75, and from \$1.00 purchased from company owned boats to \$.75. The cost of help employed in the raw packing houses has also been cut to widen the margin between profit and operating cost. Price paid the pickers to behead the shrimp has been reduced from \$.15 to \$.10 for a bucket, containing two gallons of beheaded shrimp.

"San Salvadore", High Boat

The *San Salvadore*, 45-foot shrimp boat of S. Versaggi Son's, prawn dealers at Fernandina, is high boat for the season with 80 bushels taken off Fernandina, in a single day's catch.

"Theofolios" Recovered

The *Theofolios*, 45-foot shrimp boat of Fernandina, Florida, stolen from the Municipal docks at Ft. Pierce, Florida, Oct. 14, and recovered at West End in the Bahama Islands by British authorities after a five day search, has returned to Fernandina, her home port.

The *Theofolios*, enroute from Galveston, Texas to Fernandina was forced into port at Ft. Pierce to shelter from heavy winds blowing along the coast. She is the property of John Tagaris.

With the Cannery

The shrimp canning conditions at Fernandina are on the slow pickup. The Brooks Packing plant of this city reports the packing of 5,540 cases of the glass containers and more than 300 cases of the tin containers since the plant opened in September. This plant runs daily, excepting in bad weather when strong Northeasters prevent the boats from going out. This plant is now under the management of W. M. Brooks, and is capable of putting out 1000 cases daily. However, the average daily output has been 300 cases, with 715 cases being the highest number of cases to be packed in a single day, so far this season.

With the heavy run of raw shrimp on the market, prices of the most select canned shrimp have been poor. The average price of the glass pack has been \$2.25 per dozen, and \$1.30 for the tin pack, all prices F.O.B. factory.

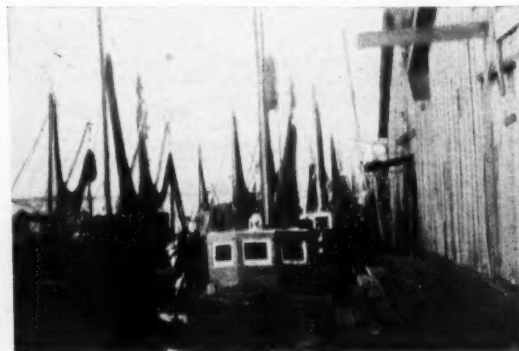
James A. Smith of the James A. Smith Fisheries states that he has packed several thousand cases during the past month, but that sales have been slow. Mr. Smith states that he believes the market has just about hit rock bottom as a result of the many new canneries now going into business, causing a cut in general prices.

The Oceanic Packing Co.

S. R. Merrow, former president of the South Atlantic Canning Company, and President of the new firm, the Oceanic



Virgil Versaggi, prawn dealer, of the firm of S. Versaggi Son's, one of the largest shrimp producing companies on the East coast.



A fleet of shrimp boats fishing out of Fernandina, Florida, tied up at the packing houses.



A beautiful schooner owned by Bernard Taltavull of Biloxi Canning Co., Biloxi, Miss.

N. C. and Va. Oyster Industry Increasing in Area and Sales

By Sandusky Curtis

PROSPECTS of using the North Carolina sounds near Beaufort for oyster culture are brighter as a result of an investigation of the suitability of thousands of acres of sound bottom for such purposes. The United States Bureau of Fisheries is taking the lead in this work. Only 12,000 acres are being used for this purpose, leaving many times that number uncultivated. It is said that utilization of the bottoms for that work would lead to a tremendous increase in the number of persons in the industry and boost the income of the state by millions of dollars.

Virginia Oyster Sales Increasing

With fish growing a bit scarcer from the standpoint of general sales in this section, the oyster is coming into its own with increased activity. While, of course, the trawler trade to and from the region of Cape Henry gives a fair supply for local consumption throughout the Winter, the Summer variety of fish is a matter of history.

Oyster Prices to be Stabilized

Price cutting is one of the unfortunate practices in the business realm that has received a broadside from those interested in building up the oyster industry this Winter. It is stated that progress is being made on the plan to have the prices kept on an even keel in order that those in the business may not show a list to the loss side of the ledger. The agitation for strict adherence is general throughout the Chesapeake area.

Busy TONGING Season Expected

Indications of a brisk season in the tonging trade may be seen from the fact that at least 6,000 licenses have been issued for those who wish to thus employ themselves this Fall and Winter. Clerk W. W. Rowell in Newport News states that while the price range is not expected to be so high there is no reason why a living cannot be obtained by those in this line of business.

Oyster Drills

Always faced with something to try the nerves, those who deal in oysters now have visits from the oyster drill to contend with. These snail-like animals about one and one-eighth inches long have wrought damage not only in the Chesapeake section but in the beds of Delaware and Pennsylvania as well. As is known only too well by oystermen, the drill does its damage by drilling holes through the oyster shells and making quick work of the flesh thus exposed. The drill will be fought by buckets of sand to which the oyster drill is expected to be drawn.

Hogfish

Hogfish are being caught in goodly quantities in and around Norfolk. They are bringing good prices.



Schooner "Yucatan", Gulf Fisheries Co., Galveston, Texas

Packing Co., has opened a new plant in Fernandina. The plant, completed several days ago, will employ over 200 persons when in operation.

Five New Shrimp Boats

The Nassau Shipbuilding and Engine Company of Fernandina report the building of five shrimp boats during the past month, and that two will be launched soon. This company, recently destroyed by fire, have just completed their new building and have added a modern machine shop to their equipment.

And Now a Walking Fish

An addition to nature's freaks was brought up from the Amelia River here Oct. 10, by William Dana of this city. This particular freak is apparently a real walking fish since it has both front and hind legs, all of them being claw-like. The piscatorial monstrosity was taken from the river alive by means of a scoop net.

Sharks Feel Depression

The nation-wide depression, blamed for nearly everything, has been cited as a possible reason for the number of sharks near shore in this vicinity.

Ordinarily, it has been explained, the big fish stay several miles out and feed on garbage that is thrown from passing boats. However, with the depression, there are fewer boats and consequently less garbage.

Shrimp Industry for Sebastian

Mayor George D. Badger of Sebastian, Florida, was a visitor to Fernandina in behalf of the shrimp industry of Sebastian during the past month. Mayor Badger made an investigation of the shrimp industry and held a conference with local prawn dealers in regard to the possibilities of the shrimp industry at Sebastian. Mayor Badger stated that plans were being made for a 1,220 foot municipal pier with an eighty foot tee, and that several prawn packing houses were to be built. A number of the packing houses were taken by Fernandina dealers.

Sebastian inlet, for many years too shallow to accommodate a boat drawing three feet of water, has been dredged to a depth of approximately nine feet, and the sand bar on the ocean side has been dynamited along with large rocks at the mouth of the inlet. Mayor Badger stated also that the jet-ties have been extended 100 feet into the ocean.

Back from Texas

The *Elba Oliver*, 45-foot shrimp boat, one of a fleet of eight boats, returned here October 17, after a hazardous voyage of seventeen hundred nautical miles from Galveston, Texas. The boat, operated with a crew of two, Captain Frank Oliver and Frank Soares, fishermen of this city, left Galveston September 28. The remaining seven boats made their way into St. Augustine. The trip was made entirely by way of outside waters and required two hundred and fifty hours of actual running time. Captain Oliver stated that this was one of the roughest voyages that he had ever undertaken in his many years of fishing experience.

Gloucester Sends a Fleet South To Drag for Scup, Sea Bass, etc.

By E. A. Goodick

INSTEAD of the annual Spring migration to the Southward by the seining fleet as the next step on the program for local fishing craft, preparations are being made for the Fall sailing of the draggers. This new departure will take many well known craft to drag for scup and other varieties.

Usually fishing off the shore about our own coast during the Winter months, a few of the draggers for the past couple of years have ventured down off the Virginia shore to drag for scup, sea bass and other fish. Up until this year the sailings from this port to Southern waters for fishing there during the Winter have been few, but today there are several boats already on the grounds and 20 or more making ready.

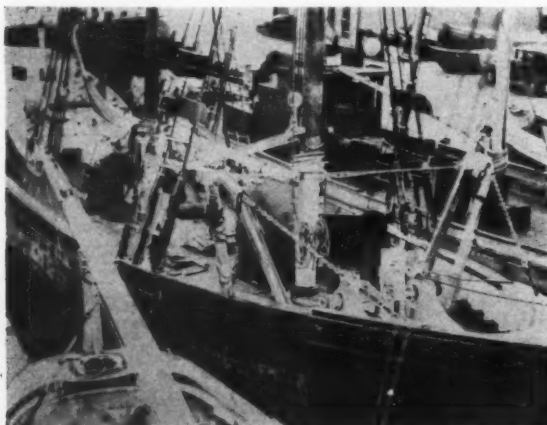
Drags of special make, round instead of square, are being hung by the members of the fleet, and each day sees the approach of the Southern dragging season nearing an actual working program.

The Progressive Fish Co., is sending four of its boats to the Southward, three or four of the Portuguese fleet are going or have already gone, and a few other local boats are getting ready. It is believed that the idea of sending the seining fleet South in the Winter for dragging, will be far better and more profitable than to lay them up during the next five months waiting for the annual start Southward in search of mackerel.

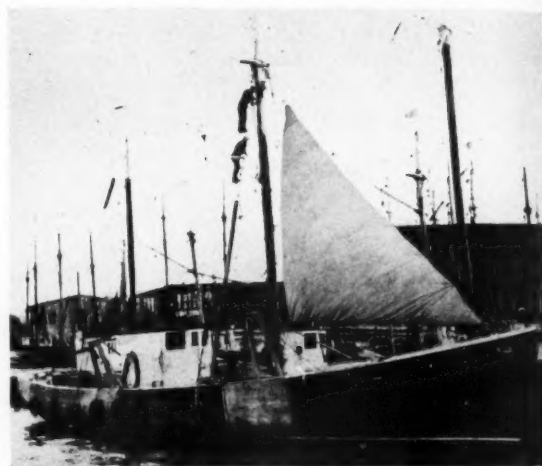
The boats already gone, or preparing to go, and their skip-pers are as follows:

Josephine and Mary
Josephine and Margaret
Beauty St. Joseph
America
Mildred Silva
Doris F. Amero
Theresa and Dan
Amelia M. Pereira
Inca
Catherine Graffeo
Nova Julia
St. Rita
Mary W.
Angie and Florence
Salvatore
Salvatore and Rosalie
Col. Lindbergh
St. Teresa
Marietta and Mary
Jennie and Julia
Santa Marie
Hoop-la

Capt. Joseph Pallazola
Capt. Bustiano Scola
Capt. Joseph Fronteiro
Capt. Gilbert Lafford
Capt. Manuel Silva
Capt. Nelson Amero
Capt. John Hall
Capt. Alfina Pereira
Capt. John Orlando
Capt. Asa Baker
Capt. Leo Favoloro
Capt. Frank Favoloro
Capt. Ernest Vivani
Capt. Sofi Pallazola
Capt. Vito Luerecio
Capt. Jerome Fronterio
Capt. Percy Firth
Capt. Philip Filletto
Capt. Nick Giamanco
Capt. Paul Scola
Capt. Peter Mercurio
Capt. Joseph Cutoni



"Doris F. Amero", of the Gloucester Southern fleet, equipped with a 140 h.p. Atlas Imperial Diesel engine, Edison batteries, Kinney clutch, and Whitlock Cordage; Geo. Roberts, rigger.



St. Teresa, of the Gloucester Southern fleet, equipped with a 140 h.p. Fairbanks-Morse engine, Edison batteries, and Westinghouse generator; Chas. E. Rice, electrical contractor.

New Craft at Story's Yard

Shipbuilding is booming again in Essex. Some 20 workmen are plying their trade on the frame of what is to be a seiner for Capt. Benny Favazza of this city. This fisherman, measuring 82 feet over all, with an 18 feet beam and 9 feet draught, will be a sister ship to Capt. Favazza's schooner *St. Rosalie*. Work was begun on her about the middle of October.

Columbia-Avalon Fund Concludes Worthy Mission

After furnishing financial assistance for four years to 35 adults and 53 children, dependents of the fishermen who were lost in the sea tragedies of the schooners *Columbia* and *Avalon* in the Fall of 1927, the Columbia-Avalon fund subcommittee of the American Fisherman's Race Committee automatically ceased to function on October 15 when the last cent of the \$38,450.94 raised by popular subscription, was mailed to the needy kin by Treasurer William Emerson Parsons.

Finish Cleaning and Inspection of Harbor

The recommendation of Mayor Parker in his inaugural address of last year was put into effect this Summer and a great deal of good has resulted. Whereas in previous years there had been frequent complaints from fishing vessels, pleasure craft and others of striking floating and submerged obstructions in the harbor, few complaints have been made this past Summer. The work consisted of cleaning the beaches and picking up all debris along the shore and in the harbor waters. The United Sail Loft generously contributed a dory for the work. This was caulked, put in serviceable condition and has been used throughout the Summer months.

Gales Bother Mackerel Fleet

Windy weather the latter part of October interfered with the operations of the few mackerel seiners which were still engaged in this branch. The total catch for the week of October 19 was 308,060 pounds of fresh mackerel, mostly half pound fish. Netters landed some large and medium fish. Receipts came mostly from off Plymouth, some from Middle bank and off Chatham.

Burned Craft Towed to Halifax

Almost destroyed by fire, and her 12 single dories trailing astern, the auxiliary fishing vessel, *Catherine M.*, was towed into Halifax on October 21. The blaze, which sent her crew to the dories off Sambro Bank had reduced the 75 ton power schooner to what looked like a total loss. One member of the crew received painful burns.

"Elizabeth and Ruth" Destroyed at Sea

The schooner *Elizabeth and Ruth*, Capt. Joseph Brown, a Gorton-Pew dragger from this port was burned and sank on Georges early in the evening of October 28.

The crew of 7 was taken on board the *Lois M. Winslow*, where they waited 14 hours watching the vessel burn.

With the craft went the ship's mascot, a mongrel dog, but beloved by the entire crew, and the personal effects of nearly every one of the men on board.

New Bedford Will Have a Number of Vessels in the Southern Fleet

By J. J. Killigrew

CAPT. Fred Osterman of the *Anna C. Perry* has sailed to Portsmouth to engage in the Southern fishing business.

The *Anastasia*, Capt. Frank Lynch, has sailed from New Bedford to the Southern fishing ports. Leo McCue and Pete Ryan will go with Capt. Lynch this year.

Capt. Bill Corliss of the *Ivanhoe* arrived in New Bedford with a cargo of 45,000 lbs., preparing to discharge at New York. Capt. Corliss will proceed Southward.

Capt. Domingoes of the *Sea Rover* fitted out in New Bedford on the 28th of Oct. for the Southern fisheries. Capt. Domingoes had a very successful season last year being one of the high liners.

Swordfish

An unusually large catch of swordfish for this time of the year was taken off Nomansland early in October and brought to Menemsha. The haul totalled 14 fish, averaging 200 lbs. each. The list of boats and catches were: *Bethlehem*, 6; *Carrie B.*, 4; *Dorothy C.*, 3; *Eagle*, 1.

Mackerel

The first local vessel of the mackerel fleet to arrive in Boston obtained 10½¢ per pound, but with the arrival of the other boats prices dropped and the last vessel received 5¢ a pound. These mackerel were half pound mackerel.

Groundfish

Two vessels hailing from this port landed good catches of mixed groundfish at the Boston Fish Pier recently. They were the *R. Eugene Ashley* which landed 59,000 pounds and the *Mary* and *Julia* with 39,000 lbs.

Scallops

Scallops are large off Mattapoissett this year. Fishermen said starfish were the worst enemy of scallops and were very plentiful. They found hundreds of opened shells, with the meat partly gone, in pulling their drags. A new rule orders fishermen to bring all starfish ashore. Off Marion scallops are plentiful also. There were about 60 boats off Marion the first of October.

The schooner *Friendship* arrived in New Bedford recently; also the *Isabelle II*, both with deep sea scallops.

The *Minnie V.* and the *Valencia*, New Bedford vessels, fishing off New York, made some fine trips during the last of October. Most of the vessels fishing off New York, that is, the scallopers, will fish out of New Bedford for the rest of the season, as the beds off New York have been cleaned up pretty thoroughly.

"Charles S. Ashley" Has New Winch

Schooner *Charles S. Ashley*, which came into New Bedford on October 16, has been fitted with a new Hathaway winch and new steel cable.

Changes in Personnel

Edmund Burt, formerly skipper of the *Grace* and *Evelyn*, is now with Capt. Bill Hayes on the *R. Eugene Ashley*.

Capt. John Williams of the schooner *William Killigrew* has Frank Cuddy as engineer.

Capt. Bill Sparrow, formerly captain of the *William Killigrew* and *Juncal*, has shipped with Capt. Herman Saunders as one of the crew.

Capt. Hamlin Again Engineer of the "Mary"

Schooner *Mary*, Capt. Dan Sparrow, which sailed for the fishing grounds Sunday on the 25th of October returned a few

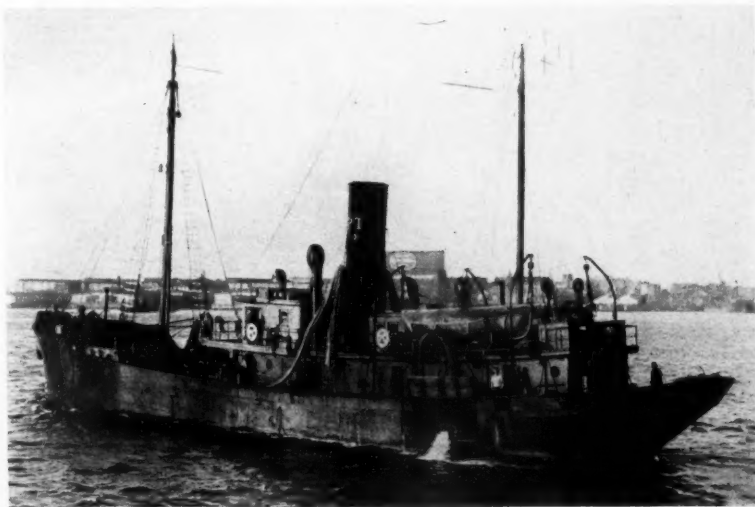
days later on account of the illness of Frank Correia who was the chief engineer. Mr. Correia had replaced Albert Hamlin as engineer after the latter had injured his hand. Mr. Hamlin, who was formerly captain of the schooner *William Killigrew*, will again act as engineer of the *Mary*.

The "Kingfisher"

THE *Kingfisher* was one of a group of boats built by the Foundation Company, Savannah, Georgia, in 1919.

She was originally contracted for by the French Government for use as a mine sweeper. The East Coast Fisheries Company purchased her, together with fifteen other vessels, and converted her from a mine sweeper to a trawler. She engaged in the fisheries out at Rockland, Me., for a brief period, and was then laid up out of service in Pulpit Harbor, Me.

In 1926 the Atlantic Coast Fisheries Company bought her and the fourteen remaining steel boats owned by the Deep Sea Fisheries Company, an offshoot of the East Coast Fisheries Company. These boats were reconditioned by the Atlantic Works of the Bethlehem Shipbuilding Corporation at East Boston, Mass., and have since been supplying fish to the Atlantic Coast Fisheries plant in Groton, Conn., and to the markets in New York and Boston.



The "Kingfisher", of Groton, Conn., commanded by Capt. Sylvester Dunn; owned by the Portland Trawling Co., John Graham, President.

The *Kingfisher* is powered with a triple expansion steam engine developing about 500 h.p. at 125 revolutions per minute. She has a three furnace single end Scotch boiler operating at a steam pressure of 175 pounds per square inch. All of her auxiliaries are independent and are of standard make. She is equipped with two electrical generating sets, one 7½ k.w. Enberg reciprocating machine which is used for generating power for night lighting. A three k.w. Moon turbine generating set is used for daytime work. A duplication of generating units on board trawlers is unusual, but John Graham, President of the Portland Trawling Co., subsidiary of the Atlantic Coast Fisheries Co., says they have found that the results more than justify the cost of the additional machine by reduction of repair costs and the assurance of continuous communication with the vessel.

The *Kingfisher* is fitted with a two berth room for the accommodation of members of the Research Staff who from time to time go to sea in an endeavor to further the Company's knowledge of the habits and movements of fish. The *Kingfisher* has on board a Fathometer. The radio equipment is similar to that found on most trawlers on the Atlantic coast.

The master, Captain Sylvester Dunn worked as mate on the trawler *Brant* before he obtained his master's license. It is the company's policy to promote mates to captaincies as they become vacant and Captain Dunn was given the boat shortly after obtaining his master's license. Captain Dunn is interested in research work, and makes a good man for this ship.

Maine

Lobster Dealers Interested in Fast Transportation to Big Centres

By Alfred Elden

SETH Yerrington, New York aviator, has been visiting lobster dealers at Rockland and other coast points. He has a project for "flying" Maine lobsters to New York, Chicago and other large distributing points. Yerrington says he could transport several tons of lobsters each week and land them so as to be available to big city hotels and restaurants from three to five hours after they have been dipped from Maine pounds. This would mean a saving in transportation time of from 24 to 48 and in some instances 72 hours. The trade is interested because it is obvious that lobsters en route for such a short period would be delivered in exceptionally fine condition.

Sardine Season Ended

The first of November found the most unsatisfactory sardine season in many years practically at an end. The

a few months ago it has done a splendid business this past Summer. A picture we saw of it might be termed "In the bag". It shows the proprietor, E. M. Bryanton, and his assistant holding up a net-bag full of lobsters about to be boiled. That's so the customer is sure of getting what he pays for. The pound idea is spreading along the Maine coast. The customer views a tank full of "live ones" and picks out the one or the several that pleases his fancy. They are hooked out with a short gaff and placed in a net-bag. The bag has a metal disc with a number on it and the customer is given a duplicate numbered disc. He pays so much per pound and the individual bag ensures his getting the lobsters he selected. This Castine pound is located at historic Wadsworth Cove named for the poet Longfellow's grandfather. The water for the tanks is pumped from a point several hundred feet out in the clear, clean waters of the bay.

Would Prohibit Shipment of Short Lobsters

Director H. D. Crie of the Sea and Shore Fisheries Commission, is working hard to bring about the enactment of a federal law that will prohibit the shipment into this country of lobsters measuring less than $3\frac{1}{2}$ inches from the rear of the eye socket to the rear of the body shell. This measurement approximates the $10\frac{1}{2}$ inches set as the legal



The "Mary P. Goulart" of Provincetown, Capt. Lawrence Crawley. She has a capacity of 160,000 lbs., and had 110,000 lbs. of fish aboard when this photo was taken on Channel grounds off Highland Light. She is powered with 180 h.p. Cooper-Bessemer engine and has a reputation of being one of the fastest craft operating off Cape Cod. She is 104 ft. long; 130 gross tons.

factories began closing in early October and by the 20th only a few were operating. Nearly all of these intended to put on the shutters not later than the 31st. There is a bare possibility that if schools of small fish suitable for oils should be available in November a few might be packed by a factory here and there. This, however, is unlooked for.

Most of the Eastern packers secured all the mustard sardines they needed but all are shy on the more easily disposed of small oils. Suitable small fish have been conspicuous by their absence from Quoddy waters this season.

Since October 1 catches were so small around Passamaquoddy that some weeks the total amount of suitable fish brought in would have kept no more than one large plant busy. When such small weekly amounts as 20 to 35 hogsheads of fish represented the total, and some single factories can handle from 50 to 75 hogsheads a day, it is easy to understand just how irregular operations have been.

The experts who have been figuring up the size of the total pack for 1931 are placing it about 700,000 cases and not over 750,000 as the maximum. With a carryover of about 200,000 cases this will leave less than 1,000,000 cases to supply the trade until another year. It has been a hard season for boatmen, weir owners, factory employees and for most of the packers themselves.

About the only thing that can be done is to forget the past, trust that the small pack will be quickly absorbed, and hope that fish will flock in next Spring in vast schools of the right size and quality. That might mean a long and profitable season for all concerned in the sardine industry.

Live Ones in the Bag

Although the Castine Lobster Pound was established only

length in Maine. The bill is designed to stop the flood of Canadian so-called chicken lobsters, measuring from 9 to 10 inches, pouring into Boston and New York from Canada. These lobsters so glut the New England markets and keep prices so low our own coast lobstermen cannot possibly compete, says Director Crie. It costs them 20 cents a pound to produce while the Canadian lobsters delivered in Boston frequently cost less than that. Canada has so revised its laws regarding the taking of lobsters that now the flood into Boston is steady the entire year with the exception of a little more than a single month.

Senator Wallace H. White, Jr., representing the Maine Congressional delegation, has taken up the problem of what can be done to keep Canada's chicken lobsters from competing with Maine's larger crustaceans, with U. S. Commissioner of Fisheries Henry O'Malley. Several plans are under consideration. It is apparent to all that there must be some kind of legislation or the Maine Lobster industry will be ruined. Just what should be done, however, will require considerable study. It is encouraging to note that federal authorities at last are recognizing the menace.

Smoked Herring Give Employment

It was welcome news to Lubec folks when practically all the leading fish stands decided to fill up with smoked herring. Some packers complain of a lack of orders but prices for boneless are holding at 9 to 10 cents. Boxing the cured fish means a lot of employment during the Winter months. Most of the packers are taking fish for this philanthropic reason rather than because they expect to make much money by operating under present conditions.

Tinker Mackerel in Saco River

Sharks which have been very plentiful off the western Maine coast this season chased great schools of tinker mackerel far into the mouth of the Saco River in early October. As a result dozens of residents of Saco, Biddeford and nearby sections immediately went fishing. Thousands of pounds of fresh fish were taken, while many were salted for later use. The invasion was welcomed by many men out of employment who found for a few days at least a free source of food supply.

Man-Eating Shark Brought In

When Captain John Doggett and his crew of three on the gill-netter *Hortense* started to haul a few miles off Cape Elizabeth, they found an immense shark snarled in the twine. After a struggle it was killed and towed to Portland where the M. J. Flaherty & Co., Inc., fish dealers, bought it. It was 13 feet long and weighed 1500 pounds. Bureau of Fisheries officials identified it as a genuine man-eating or white shark. It is the third fish of this species of which the Bureau of Fisheries has record so far North over a period of 75 years.

Fitting for Scallop Dragging

Wesley Greenlaw and Howard Whelpley, of Eastport, have

Casco Bay Lobstermen

The end of October found Casco Bay lobstermen receiving around 27 cents a pound with only a fair supply of lobsters available.

Makes Money by Salting Catch

Fred Brackett, of New Harbor, caught 2200 pounds of mixed fish one day hand-lining. He could have sold them for about \$25 but decided to salt them and later dispose of the catch as about 600 pounds of slack salted product for \$60. All right if it works out that way.

Capt. Everett Brawn

Capt. Everett Brawn, who for many years was master of the ferryboat *Lubec*, plying between Lubec and Eastport, died at his home in South Portland, aged 75.

Capt. Malloch

Captain Isaac Meade Malloch, 66, one of the best known sardine boatmen around Quoddy, died at his home in Eastport. He was an owner in the sardine carrier *Medric* and had been working for the Seacoast Canning Co. He was born on Campobello.

George F. Chick

George F. Chick, 84, prominent boat builder of Kennebunkport, died at his home there. He had built countless fishing craft.

Schooner "Laura Goulart", Capt. John Goulart, United Fisheries Co., Gloucester, agents. Equipped with two 100 h.p. Fairbanks-Morse engines, Willard batteries; rigged by George Roberts with New Bedford and Plymouth cordage; sails by United Sail Loft Co.—Photographed at the Boston Fish Pier.



secured a 38-foot boat from Grand Manan and are fitting it up for Winter scallop dragging which begins Nov. 15.

Seine Seized

A seine belonging to Campobello fishermen was seized near Leighton's Point near Eastport by the local customs patrol for illegal fishing in American waters.

Fish Hook in Hand

The schooner *Benjamin Thompson*, of Portland, hurried back to port to rush Arthur Duff, of Gloucester, a fisherman, to the U. S. Marine Hospital. There surgeons removed a fish-hook so firmly imbedded in the palm of the hand that Duff had been obliged to suffer for nearly 24 hours before he could obtain aid.

Still a Good Clam Digger

Uncle George Van Horn, 83, of Linekin, dug and sold nearly 200 pecks of clams to vacationists this past Summer. He lives alone, does his housework and enjoys excellent health. "I'm not drivin' but keep a goin'" he avers. He isn't quite so peppy as he was when he drove the stage from Linekin to Wiscasset every day in the year fair or foul. But that was 30 years ago.

Kennebunkport Lobstermen

Lobstermen around Kennebunkport have been doing very well this Fall. Captain Bob Wildes, a former crack skipper of the famous Nunan fleet of Cape Porpoise, who has been lobstering for the past few years out of Turbot's Creek, says not for a long time have there been so many big lobsters in western Maine waters. The lobstermen are receiving 25 cents a pound from the dealers.

On The Boston Fish Pier

New Georges Chart

A NEW chart of Georges Banks and Nantucket Shoals, No. 1107 has just been issued by the U. S. Coast and Geodetic Survey according to Commander R. F. Luce in charge of the Boston office of that service at 92 State Street.

The limits of the former chart have been extended so that the new chart now covers all of Georges Banks out to and including the extreme Eastern end of the Banks, which should considerably increase its usefulness to the local fishing interests.

It also shows for the first time the results of the surveys made last year by the Coast and Geodetic Survey steamers *Oceanographer* and *Lydonia* in the section at the Eastern end of the Banks. This section includes the rather unusual submarine valley on the Southeastern edge of the Banks, discovered during the progress of last year's surveys.

Another Bird

A small owl was brought to the Fish Pier October 1st by the fishing schooner *Wamsutta*, Captain Alexander Smith, and was sent to the Franklin Park aviary, to which several strange birds have lately been contributed by fishermen. The vessel was 60 miles South of Highland Light September 26 when the owl flew against the mainmast and then landed on the deck exhausted. It was picked up by Michael Woodford, one of the crew, who fed it with a spoon until it regained its strength.

Bring Freak Mackerel to Port

A mackerel with a growth of fatty tissue on its head, back



The lobster smack "Willard & Daggett", of Portland, Me., taken during a black wind storm.

of one eye engaged the attention of freak fish experts at the South Boston Fish Pier on October 26. The fish was swept up in the trawl of the beam trawler *Billow* out of Georges, and was discovered by Bart Fitzgerald, one of the crew, who kept it apart from the others. The mackerel was turned over to the U. S. Bureau of Comparative Zoology at Cambridge for study.

More Freak Fish

Capt. Joseph Cecilio, skipper of the local schooner *Governor Al Smith*, at the Boston Fish Pier on October 28, brought in a few small red spiny fish, of no market value, swept up 65 miles South-Southeast of Block Island. The fish, which no one at the Fish Pier could classify, were taken to the Museum of Comparative Zoology at Cambridge for study. The *Governor Al Smith* first tried her luck on South Channel, but finding haddock and cod scarce, went to the point above mentioned, her skipper thinking to get some tilefish. He found only half a dozen and these were consumed on board the vessel, meantime returning to the Channel grounds, where she took 21,800 pounds of fish.

Record Receipts

Summer-like weather prevailed on the fishing banks the week of Oct. 4, and the receipts, five million and a half pounds, were the largest of any week since last Spring. It is also the first time that the receipts exceeded the corresponding week last year since last June.

Pier Arrivals Ahead in Pounds Landed

For the week ending October 24 there were 112 arrivals at the Boston Fish Pier with 3,596,790 pounds of fresh fish. In the same week of 1930, there were 132 arrivals with 3,081,500 pounds.

Studying Meshes

The Fish Bureau men are out on the trawlers studying the meshes of the nets, with prospects of making the meshes larger so that the small haddock will be allowed to escape, whereas many of them are now killed.

Herring Smelt

A small quantity of herring smelts was landed at Boston during the first week in October. They were caught in South Channel in deep water. They weighed about a pound each, are something in appearance of the smelt, and are fine eating, although they have never been of much commercial importance.

May Be Added to O'Hara Fleet

If the sale is approved by the court, schooner *Joffre*, sold at auction on October 10, by a U. S. Marshall, will be added to the O'Hara fleet of vessels, that concern having bid her in for \$5,500. The *Joffre*, once one of the most successful craft out of Gloucester, under command of Capt. Wallace Bruce, has been tied up at the dock of the Independent Fisheries Company for several years.

Installing New Engine

Boat *Hoop-La*, Capt. Joe Cotoni, has sailed for Bridgeport, Conn., where she will have a new 150 H.P. Wolverine engine installed. The boat will then sail South for the Winter months to engage in dragging.

Fisherman Dies in Halifax

With her flag at half mast, the trawler *Holy Cross* arrived

at the Fish Pier October 23, from Georges. Capt. John Mattestad reported that a week before, Frederick A. Nelson the radio operator was stricken with a hemorrhage and was rushed to a Halifax hospital where he died.

"Orion" Sailed Again for Fishing

The schooner *Orion*, Capt. John Dahlmar, that quit mackerel fishing a few weeks ago sailed fishing again on October 30th.

"Saturn" in Trouble

Disabled, with the steel cable of her otter trawl wound around her propeller shaft, the Boston beam trawler *Saturn* on Georges Banks, 145 miles Southeast from Cape Cod, sent in a call to the Coast Guard October 30th for assistance. In response, the destroyer *Hunt*, on patrol duty 35 miles away, went to her side and took her in tow for Boston. A towboat brought the crippled fisherman in from the harbor entrance.

Fred Morris

The flag at the Fish Pier was at half-mast for Fred Morris, a manager of O'Hara Fisheries of Gloucester. Mr. Morris was very well known to the fishing trade along the Atlantic coast.

Capt. Parsons Back

Capt. Ernie Parsons has just returned to fishing after a serious sickness of pneumonia.

Capt. Hibson on the "Elk"

Capt. Still Hibson is about to take command of schooner *Elk*.

Capt. Collins' "Penguin"

Capt. Jack Collins recently landed 120,000 lbs. of fish on the trawler *Penguin*.

Lightning Strikes

With her mast shattered by a bolt of lightning the Italian fishing vessel *St. Joseph* arrived at the Fish Pier recently. Capt. Michael Sinagra told of the remarkable escape from injury during a violent electrical storm.

The vessel was fishing off the Gurnet, Plymouth, when the storm broke. The shock stunned the crew, the bolt entering the forecabin where it started a fire. The men soon extinguished the blaze.

Capt. Johnson of "Whitecap" Finds Canoe

While the trawler *Whitecap* was engaged in fishing in South Channel the otter trawl brought to the surface half of a canoe, painted green and on one side marked *S 445*. Capt. Charles Johnson reported the circumstance upon arrival at the South Boston Fish Pier and an investigation was started to trace the owner of the boat and whether any casualty was connected with its loss. The canoe had evidently been in the water some time.

Provincetown

By J. C. Johnson

THE best haddock day this Fall was Oct. 10. One firm, alone, the J. A. Rich Company, shipped 13,000 pounds. The same day the *Elmer S.*, Capt. Joseph Captiva, came in with 25 barrels of flounders.

Endurance Fishing

Dory fishermen Joseph and William Silvia tried some endurance fishing on the 15th of October, remaining out two days and a night in their open boat. They got five boxes (450 to a box) of haddock. Scarce as fish are, however, the dory fleet is not likely to make this style of fishing popular.

Bait Freezers Have Small Supply

Provincetown's five freezers at this writing have about three-quarters of the stock they had at this season last year. There is an estimated total of 200,000 to 300,000 of squid on hand and close to 100,000 mackerel. About as much herring as squid and not as much whiting as last year, but fully as many butters. The freezers have no bone squid.

Butters

The traps lately produced a few good catches of large butters. Capt. Steve Roderick landed fifty-two barrels when the Boston price was 17c.

Though a steady Nor'wester was blowing on Oct. 12th, Capt. Ulysses Simmons, drawing the traps twice, got 43 barrels of mackerel, mostly half-pound fish. A Southeast storm was on when Capt. John Francis went to the traps on the 16th and got 46 barrels of mackerel.



Capt. Zebulan Tilton, master of the schooner "Alice S. Wentworth" of Vineyard Haven, well known in the Long Island Sound oyster-carrying fleet.



Capt. Joseph S. Lewis, of New Bedford, Mass., owner of the Fishing Boat C-4400, a Gray powered boat.

Vineyard

Capt. Ernest J. Dean

President of Lobstermen's Assoc.

By J. C. Allen

AT this season of the year there is a general slacking up all-round in these latitudes. Our floating population, who conduct the local fisheries, regard the wind-up of October as a sort of "tween-season" and govern themselves accordingly.

In consequence of which, the monthly account of doings in general is due to be slim. Various members of the deep-sea fraternity have taken their Rolls-Royces and hit the trails inland, while others have started to build houses or to perform other tasks peculiar to the breed when they want a rest.

Massachusetts Lobstermen's Assoc.

The Massachusetts Lobstermen's Association held its annual meeting and election of officers at the Hotel Brunswick, Boston, on October 19. There were about one hundred and fifty members present, representing every port in the Commonwealth, which looks well for the year-old organization. Every report and comment from the various speakers was filled with encouragement and all hands seemed satisfied that organizing was a good job. Among the speakers were Raymond J. Kenney, Director of the State Division of Fisheries and Game; H. D. Crie, Commissioner of the Sea and Shore Fisheries of Maine; C. A. Howes, Supervisor of Marine Fisheries, of Massachusetts; Arthur L. Millett, State Inspector of Fish; Edward H. Cooley, Executive Secretary of the Massachusetts Fisheries Association and Senator Donald Nicholson.

The assembly re-elected the Vineyard's state representative, Captain Ernest J. Dean, President of the Association; Pearl King, of Rockport, Vice President; J. R. Harlow, of Plymouth, Treasurer; Walter Vinal of Scituate, Recording Secretary.

Scallops

Interest has centered on scallops more than anything else during the past month. Not that our season has really opened, but it opened in several of the Cape towns and in Oak Bluffs, thus giving all hands an opportunity to study the market and to survey their own beds with a view to estimating the value of the catch.

Oak Bluffs' catch turned out pretty good for a starter. Those lads in that town claim that they never have two good years in succession, and this is supposed to be the good year. The scallops are taken in a big brackish pond, and are fine-flavored, the salt being a trifle less pronounced than in those taken from outside. But the whole works, on the island and mainland both, were rather set back by the warm weather, so much so, that many of the Cape towns called things off to wait for a cool snap.

This is a peculiar thing, but is very noticeable. Sea-scallops appear to market well at any time of year. It is quite

reasonable to expect just as good a price in July, as in December, but bay scallops won't move worth a whoop unless the weather is cool, and the cooler the better.

New Scallop Bed

Speaking of the sea-scalloping, we had to report the fleet in search of new grounds last month. They found a new bed, and two vessels brought in 2,100 gallons one week.

Capt. Salvadore off Cape May

Our own island sea-scalloper, Capt'n John Salvadore, checked up the overhead and a few other things and headed South for the grounds off Cape May and vicinity. To date, his luck has roosted at the main-truck and he has done well. The first week he was down these things didn't seem natural, it was so warm and there wasn't a bit of fog. But he got used to that and has stuck to his guns, but will probably be home soon to fit out for Winter dragging.

Swordfish Inshore

Other lines of fishing, or fishing-lines, however one chooses to call them, have slacked up pretty well during the past month. The best fishing around the Vineyard was done by the sword-fishermen, for the long-bills struck inshore and stayed late and the small boats knocked 'em for a row of lunch-rooms. Some lobster-launches got as high as seven fish in a day, so close inshore that some of the boys claimed that the fish stranded when they ran. These fish all brought top prices and helped to bring the Fall fishing season to a successful wind-up.

Gear and Traps Ashore

Outside of that, there is mighty little to report. Most of the gear is ashore, traps and lobster-pots. Rod Cleveland, whose weather predictions are always wrong, is still running a few string of gear, and probably will tend it up to Christmas anyhow, if not later. Rod predicted a wonderfully mild month for November, which caused all hands to bring their gear in as rapidly as possible.

Good Run of Blues and Striped Bass at Cuttyhunk

Blues and striped bass have continued to run well all through the month, and have steadfastly refused to do much biting around the Vineyard. Cuttyhunk, with her seining gang, has done very well, and as long as cold weather hangs to looward, they stand a chance to pick up more. The chances are all in favor of some nets being hung by Vineyarders, this Winter, but the gang can hardly be blamed for depending on their jigs, for old-timers who carry a growth of barnacles as heavy as a schooner's ballast, swear by the great hook-block that these fish never failed to bite before.

Fishermen Far from Depressed

Things alongshore look pretty encouraging in spite of rumors of depression. There are no boats for sale, nor indications of anyone going out of business. All hands look well-nourished and are making plans for the future. But most of the gang would like to know the answer to one question. Why is it, that with almost every commodity dropping in price, and that includes every cussed thing that is caught in the ocean; it costs just as much to build a lobster-pot, or rig a scallop-dredge as it did fifteen years ago?



Bill Dugan's catboat "Miss Vineyard", the most slippery thing of her type in Vineyard Haven.

Long Island Scallop Season Active. Good Supply and Good Prices

By J. R. Leonard

THE second month of the scallop season on Eastern Long Island found a large fleet of from thirty to fifty boats working in Sag Harbor waters. Scallops were more plentiful at Sag Harbor this year than for a period of seven or eight years. The scarcity of scallops in Great and Little Peconic Bays have forced many of the fishermen from Greenport, New Suffolk and Jamesport to go a long distance from home. This is done by spending two or three days dredging at the grounds, then running their catch up bay to be opened in their shops. This method can be quite unsatisfactory, as a catch might be made the first day with a good breeze, and the next, no catch but forced to lay at anchor for lack of wind. They then are compelled to run their catch home and the expense, of course, pares down the profit. There was no lack of wind Monday and Tuesday, October 26 and 27, as we were visited by a hard Norther. A large number of the shallow draft bay boats were forced to quit and anchor, as their craft rolled so heavily their dredges were fouled. A few of the deeper craft were able to work and made nice catches as the roll help to dislodge the scallops which lay deep in heavy grass in this vicinity.

Two of the scallop boats were driven ashore in this blow and were somewhat damaged on the rocks. A third ran out of gas while bound to Greenport. Attempting to anchor she lost that, and in making sail while drifting struck rock and started a seam. After making sail she broke her boom, and was in a fair way to going ashore when sighted by another craft and towed into Sag Harbor.

Great South Bay has been favored with more scallops this year than for ten years past, in the neighborhood of East Island. They are reported to be about the largest ever caught in the bay.

Dredges doubled up is the rule at present and the grass is so heavy that an occasional boat triples his dredges. Single dredges only work where there is no grass or it at least has thinned out. Scallops are of nice size, some of them in one locality enormous. Prices are better in Fulton Market than a year ago for October, ranging as high as \$3.75 a gallon.

Striped Bass

A few gangs have hauled seines from the beach on the South side and have brought in some nice sized striped bass. I saw one that tipped the scales at 25 lbs.

Flukes

Beam trawlers at Montauk are catching a few fish. Nothing very remarkable in size or price. Trawlers near the new inlet opposite Center Moriches have made some good catches of flukes recently, some weighing about 20 lbs.

Eels

This year there are not as many potting for eels as usual. The low prices the past two seasons have discouraged

a great many and they have given it up and turned to something else.

Blackfish

Long Dock at Sag Harbor was a busy place during the early part of October with men, women and children fishing with fielders and winkles for blackfish (tautog). More of this specie of fish has been taken the past two or three years at this place than at the old favorite spots on the bays.

Mackerel and Weakfish

The Long Island Fish Company of West Sayville have been making some dandy hauls of thimble-eye mackerel and weakfish.

Opens New Machine Shop

George A. Dippel has moved into his new machine shop on the village dock, and is equipped to handle almost any kind of a marine engine repair. He has a nicely equipped shop and a force of capable mechanics. This shop should be a convenience for boatmen from Montauk to Southampton as, in the past, Greenport or Patchogue have been the nearest places that any machine shops were located.

Beam Trawlers to Go South

Some of the beam trawlers of this vicinity plan to follow the fish South this Winter, practically a new experience for most, though some have worked out of Hampton Roads during the Winters past.

Lightner Busy

Walter Lightner of Sayville has been very busy since he took over the boat building shop at Sayville. Just about as soon as one craft is finished another is started.

Noank, Connecticut

By Neil Morrison

"Reliance" Lands Large Catch

CAPT. Grover Eldreigh of fishing schooner *Reliance* went into Boston to tie up at the Fish Pier after a few weeks at the fishing grounds. He had a catch of 41,000 pounds of haddock, the second best catch of the year that came into Boston. Capt. Eldreigh has a crew of 14 men, and they are all good handliners.

"Peter Pan" Brings in Freak Fish

Fishing boat *Peter Pan* came in from the fishing grounds around the shores of Block Island with a catch of 15 barrels of flat fish and 300 lbs. of blues, with Capt. Dick Snow at the wheel. They also had on board a freak fish. The head of the fish was shaped like a pig's and it had two small green eyes with a black spot. It was about 15 inches long and 6 inches wide, and was quite pointed at the tail.

Black Fish

Black fish have come into the Race near Fisher's Island and all the lobstermen have gone to try their luck. The old saying is that when the black fish are here it is time to fill the coal bins for the cold weather. Black fish are now bringing only a small price, but it is claimed that the price will soon increase.

"Jennie T." Being Overhauled

Boat *Jennie T.* is hauled out at Rogers Boat Yard for a general overhauling, and Mate John MacQuarrie is drawing a new water line.



Exterior of the new storage shed of the Martha's Vineyard Shipbuilding Co., at Vineyard Haven.

Lunenburg Welcomes "Bluenose" Queen of the North Atlantic

By H. R. Arenburg

THE champion schooner *Bluenose*, Queen of the North Atlantic fishing fleet, on her arrival home from the International races was accorded a reception worthy of her victory and, as Captain Angus Walters said, had the Royal Family come to Lunenburg they could not have been given a greater reception. Flags and pennants were flying from everywhere and the Union Jack, which the *Bluenose* had carried to victory, was very conspicuous. As soon as the schooner rounded Battery Point with all her colors flying in the breeze and conveyed by the C. G. S. *Arras* and *Arleux*, a noise and din started and every whistle and fog horn on the water front sent forth its voice in welcome. When the vessel docked, Captain Walters was immediately seized and carried to a waiting automobile and he and his crew accompanied by a long line of cars carrying the leading citizens of the town, and headed by the Band of the First Lunenburg Battalion, paraded through the principal streets of the town to Jubilee Square where, from the bandstand surrounded by thousands of people, Mayor W. E. Knock introduced the Captain of the *Bluenose* and her crew to a cheering public. On the bandstand were also the town councillors, several prominent citizens of the town and Captain Walters' youngest son, Stuart, who carried the Herald and Mail International Trophy won by the *Bluenose* in the 1931 International series. The *Bluenose* had a wonderfully quick trip down from Halifax and had on board around a half hundred passengers, besides her crew of thirty.

May Go to Toronto Next Year

One of the first messages received by Captain Angus Walters after docking the *Bluenose* on the completion of final race of the International Series was the following from the T. Eaton Company, Limited, of Toronto: "The directors of T. Eaton Co., Ltd., congratulate you on your achievement and splendid performance in the International Fishing Schooner Race. R. Y. Eaton". Captain Walters replying thanked the Eaton Company for their message and said that he expected to have the *Bluenose* at Toronto next year for the Canadian National Exhibition. The desire to take the *Bluenose* to this exhibition at Toronto follows the expressed wish of Ontario people to see the champion fishing schooner of the Atlantic, and if arrangements can be satisfactorily completed, the famous schooner will be groomed for this trip.

"Canusa" Lost

The Lunenburg motor schooner *Canusa*, freighting to the West Indies has been lost. The crew were all saved. Word of the wreck was received by her managing owners, Zwicker & Company, Limited, from the schooner's skipper, Captain George Himmelman. The cable was dated San Salvador, Bahamas, and read "Canusa sank Thursday. Crew landed in dories."

Fishermen's Doctor Conducts Investigations

Home-made remedies and the inexpert doctoring of the layman used to be the sole reliance of the men of the Grand Banks fishing fleet who chanced to fall sick at sea, but nowadays a doctor is ready at their call. As one of its services in the interests of the fisheries, the Dominion Department of Fisheries has sent a physician to the Grand Banks with the fishing fleet each year since 1924, and last Summer two hundred and eighty-five cases were treated during the season. Twenty-nine necessary operations were performed at sea, though none of them were serious cases, and three fishermen who needed treatment which could not be given them without special facilities were hurried to the hospital on the C. G. S. *Arras*, the steamer which the Department sends to the Grand Banks with the fleet. Dr. D. R. Webster, the physician who was sent with the *Arras* last year, not only treated the cases of sickness which occurred on the fishing vessels during their stay of weeks at sea, but he also carried on some investigation as to the causes of hand infections among the fishermen. Other data bearing on the same subject had also been collected by Dr. Webster on previous trips to the Grand Banks. So far as hand infections were concerned, the fishermen were

much more fortunate in 1930 than they have been in some other years. Dr. Webster reported to the Department that whereas he had treated as many as sixty such cases in former seasons, this Summer there were only two and those of a mild character. He stated that as a remarkable observation, coincident with the scarcity of bait and fish, hand infections practically disappeared. Squid were practically absent from the fishing grounds and ports. He considered that the work of investigation should be continued as it is a most fertile field for investigation and very keen interest is manifested by all concerned. An interesting point brought out by Dr. Webster in his report is that the judicious use of brass chains on the wrists appears to be a large factor in the reduction of infections resulting from chafing by the edge of the oil-skin. Infection of this kind can very easily happen, especially in rainy or foggy weather when the fish gurry and such things will be washed down the sleeve on to the broken skin of the chafed wrist. But of fourteen men who had to be treated for this ailment last year all but three had been working without wrist chains. Respiratory infections have been quite numerous among the men of the fleet in some seasons and Dr. Webster has also noted that dietary troubles are common. Change in atmospheric conditions which the fishermen meet when their vessels reach the Banks in the Spring is apparently the predisposing cause of the respiratory infections, while the gastric upsets are due, in many cases, to neglected teeth.

Fishermen's Memorial Service

Perhaps the most impressive and dignified service to be held in Lunenburg is the annual Fishermen's Memorial Service. This service was instituted some years ago to perpetuate the memory of our men who gave their lives in the pursuit of their calling, the men who brave the hazards of the deep and are lost. This year the toll was comparatively small. But while it is to be regretted that even one life must be given, we should be thankful that among the many that go down to the sea in ships and do business on the great waters, the casualties were few and the community as a whole was not called upon to mourn as in the tragedy of 1927, when the schooners *Mahala*, *Jean Smith* and *Uda Saunders* were lost with all on board. The general service took place at the band stand, after which the parade headed by the band of the First Battalion Lunenburg Regiment, marched to Zwicker & Co's wharf where wreaths were deposited on the waters of the harbor in memory of those who were lost at sea. The program of the service was provided over by Mayor Wallace E. Knock. Following is a list of the men lost: Alton Redvers Hiltz, Martins River, Feb. 24, 1931; Archibald Parsons, *Rose Blanche*, Schooner *Marguerite B. Tanner*; Thomas Mossman, died off Flint Island, May 8, 1931, Schooner *Jean Madelyn*; Harry Crouse, lost off Halifax Harbor, Nov. 16, 1930.

"Elizabeth Kenney" Burned

Captain Maynard Colp, who formerly sailed the schooner *Eva U. Colp*, which was sold last Winter, lost his small auxiliary fishing vessel, *Elizabeth Kenney*, at Bayport. The vessel burned at anchor and the loss is placed at \$4,000. Captain Colp was salt fishing this season and returned with a catch of 300 quintals.

"Borden M. B." Ashore

The schooner *Borden M. B.*, laid up with only a watchman on board, was driven ashore at Mill Cove during a gale but was refloated practically undamaged.

Ready for Fresh Fishing

The schooners *Marguerite Tanner*, *Harriet* and *Vivian*, *Ronald George* and *John H. MacKay* have fitted out for fresh fishing.

Schooners Being Repaired

At the shipyards of F. Robar & Sons, Dayspring, the four-masted schooner *Laura Annie Barnes*, Captain J. L. Publi-cover, is undergoing repairs to spars and rigging, splicing the mizzenmast and having a new masthead installed.

The Riverport schooner *Mona Marie* was at the wharf of the Acadian Supplies, Limited, having a new mainmast stepped.

Rigger Paul Myra and staff have given the schooner *Tessie* and *Aubrey* a complete overhauling.

Returns from Fishing Trip

The auxiliary fishing schooner *R. B. Hutt*, Captain Harris Wolfe, from Halifax, arrived at La Have Islands where, with her crew of three men she has been engaged in off-shore fishing.



Typical Grand Manan, N. B., fishing boat, owned by Hantford Small of Whitehead.

New Brunswick Lobster Canning Industry on a Larger Scale

By M. E. McNulty

LOBSTER canning has been engaged in on a larger scale in New Brunswick than for about 8 years. Plenty of lobsters were available and the price was low. The demand for the canned lobsters was stiffer than for 8 years, thus encouraging the packers to work their plants 100 per cent. The English market has been especially attractive.

Dipper Harbor Provides First Sardines

Dipper Harbor section of Fundy waters, provided the first sardines packed at Eastport, Me., this year. The fishermen of Dipper Harbor had kept their weirs in commission, in spite of no market, while other weir owners dismantled their weirs or did not get them ready at the start of the season.

Shad Plentiful

Shad have been more plentiful this Fall than for the past 6 years. Some of them weighing 7 and 8 pounds. An unusual thing about the Fall shad is that they don't often come all the way into the St. John harbor. They seem to stop around Partridge Island, when chasing the shrimp which is their favorite food. The Fall shad are the same shad which were in St. John harbor in May, returning after spawning.

Ship Fish to West Indies

McCormack & Zatzman, St. John, producers, weir leasees, curers and smokers, have been shipping pickled shad and herring to the islands of the West Indies groups, including Bermuda. The rush season among the islands is commencing, and indications are for an improved demand for the New Brunswick pickled and smoked fish. Steamers leave St. John regularly for the islands. The pickled fish are sent in half barrels, chiefly.

Smelt Season Soon to Open

Preparations have been started for the smelt fishing, although it is hardly likely that any of the river mouths will be frozen over until early in November, and that the smelt will be fished until late November. Gear is being taken out of storage, and repaired. Just how the market will lie has not been disclosed. The Boston and New York demand has been the bulwark of the fishery for the past 20 Winters. During the past 14 years, smelt fishing has grown rapidly, although last Winter was not up to the mark of several Winters in advance.

Lobsters Travel Fast

Shipping live lobsters via aerial voyage from Northumberland Strait to Rockland takes two hours, at a speed of about 150 miles an hour. The lobsters taken on the experimental trip were loaded in the cockpit of a plane at Shediac, and mixed with seaweed. Canvas was placed on top. About 600 pounds were carried, besides the pilot and a passenger, John McLoon, of the A. C. McLoon Company, Rockland, Me., lobster dealers.

Yarmouth

Emergency Lobster Season Granted from Dec. 1 to Jan. 15

By the Lurcher

MANY fishermen along these shores are getting in readiness for the emergency lobster fishing season, which has been granted them from December first until January 15, six weeks. This extra season, it is thought, will do a great deal of good in aiding the fishermen to meet a very severe Winter from a financial viewpoint. At the same time, however, it is considered by many to be of little benefit, due to the fact that the fisheries generally along these shores have reached such a low ebb that many fishermen all through the past Summer have not made enough money to clear their expenses. As a result only the most prosperous ones are in a position to outfit for lobstering. This situation is a serious one, and although the Government did its part in allowing the season, a very large number of fishermen financially are not in a position to take the fullest advantage of it.

Nova Scotia or Maritime Province fishermen, as a whole have always been of a most independent character, and it is very rare, in fact it can well be said that it is only when they are absolutely forced to such measures, that they have been known to make appeals for assistance. This season is certainly an exception to any yet experienced in the lobster fishing industry, and it is sincerely hoped that some ways and means of assistance will very shortly be devised by which all who are absolutely in need will be so aided as to allow them fish for the Fall season.

Capt. William H. Lyons Retires

One of the outstanding marine events of the past few weeks was the retirement of Capt. William H. Lyons from the service of the American Hawaiian Steamship Line, after a service with that company of forty-four years, forty of which was as master of sailing ships owned by Flint & Co., of New York, which originated the above line, then in the steamships, followed by the command of the company's first motorship, *Californian*. For twenty-seven years Capt. Lyons was commodore of the line. He was born at Bridgewater, Nova Scotia, and his first experience on the sea was when as a lad he went fishing on vessels skippered by his father, off the shores of Labrador. It was there that Capt. Lyons celebrated his 12th, 13th and 14th birthdays in the schooner *Annie*, sixty-five tons, of Bridgewater, and there it can be said that he received his first tuition of thorough sailorizing which later proved that the sea held for him no terrors.

Yarmouth Landings

During the past month the schooners, *Courtney*, Capt. W. S. Murphy; *Grace and Ruby*, Capt. Fred Snow; *Dorothy G. Snow*, Roseway, Capt. Ed. Pyne, and motorvessels, *Vera* and *Dorothy*, Melbarlena I., *Nina L.*, *Mary A.*, *Muriel Jean*, and *Keith and Robertson*, have made several fresh fishing trips all landing at this port, and have brought in fares ranging from 1,500 to 8,000 pounds of halibut, and shuck ranging from 3,000 to 15,000 pounds, all of which have been purchased by the firms Laurence W. Sweeney, J. R. Poole Company, Limited, and Austin E. Nickerson, Limited.

Awarded Second Officer's Certificate

Hedley Doty for the past few years a quartermaster on the 7,000-ton steamship *Allan Jackson*, of the Pan American Petroleum & Transport Company, has been attending the Yarmouth Marine School, Capt. Arthur Hilton, instructor, for the past few weeks, and was recently before marine examiner Capt. D. A. Reside. Mr. Doty passed successfully and was awarded a second officer's certificate for ocean-going steamships.

Joe Hachey Drowned

With two of his sons watching him, Joe Hachey, of Lameque, a veteran fisherman, met death by drowning. Capt. Hachey, with the two sons, was enroute to the banks for a week's fishing. He was at the wheel of the schooner, going through Shippigan Gully. Suddenly, the boat jibbed, and the main boom swept the fishing veteran off the deck and into the water. It all happened so quickly that the sons were unable to help their father. The deceased had been fishing for a half century.

PROOF!



As evidence that all our claims as regards the superiority of "AMCO" All-Weather Rotproof Manila Rope are based on facts and not on theory, we submit, for your consideration, the following excerpts from a few of the great many unsolicited letters recently received from users of "AMCO".

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ALBERT RUNYON, PRODUCER OF FISH, BELFORD, NEW JERSEY

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DILLMAN EGG CASE COMPANY, CARUTHERSVILLE, MISSOURI

Our Captain R. A. Miller, Master and Pilot on the tow boat "North Star", reports that "AMCO" Rotproof and Waterproof Best Manila Rope is superior to Manila Rope that has not received the "AMCO" treatment and that the "AMCO" has lasted him much longer in service. The fact that we have re-ordered "AMCO" on several occasions is evidence enough that we believe it superior for our work and we are glad to recommend it to any one using rope on the river.

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Shediac, N. B. Inspector Announces New Oyster Fishery Regulations

By Chester A. Dixon

J.ULRIC LeBlanc, of Shediac, Dominion Inspector of Fisheries for Westmoreland County, recently announced that Ottawa authorities have made important changes in the regulation governing the oyster fishery, and that a rigid enforcement would take place, in order to save the industry from extinction. Except by the permission of the Minister of Fisheries, no one shall fish for or have in possession a round oyster less than three and one-half inches in diameter, or long oysters less than four inches in length of the outer shell. Each fishing boat must be equipped with a culling board on deck that shall not be less than two feet wide, across the full width of the boat. The undersized oysters must be returned to the bed from which they were taken. Oyster barrels must have a capacity of at least 2.72 bushels. The law now compels shippers to stencil their full names and addresses, the minimum size of the oysters therein on all barrels.

Shediac Gill Net Season Opened

The gill net fishing season in the Shediac district opened October 15 and will close in February. The smelt fishing industry is one of the most important branches of the fishing industry of the Maritime Provinces. The bag-net season will open in December. Oyster fishing in Shediac Bay is said to be only fair, and the price received by the fishermen is \$5 a barrel.

"Chief" Is Fine New Craft

Maurice Fletcher and Cecil Cline of Wilson's Beach, have been pollock fishing in their fine new boat recently constructed by B. H. Fletcher & Sons of the above named port. The name of the new craft is the *Chief*, and it is a credit to her builders. The boat is 40 feet long, nine feet and three inches wide, and is powered with a 90 h.p. Locomobile engine having six cylinders. All engine controls are led forward to the hunting cabin, on the after end of which is a "pigeon hole". This houses the steering wheel and engine controls. An outside steering lever is also used. An awning with side curtains runs half-way aft from the cabin, completely enclosing the engine, wheelsman, and crew, in stormy weather. The cabin is finished in grained wood, has folding berths, lavatory and "Shipmate" stove. Exterior trim is of narrow brass strap. The boat will be fitted with a searchlight, running lights, siren whistle, and radio equipment; also an automatic trawl hauler, auxiliary mast, and sail.

Algonquin Sea-Foods, Ltd.

R. B. Richardson, Secretary-Treasurer and Manager of Algonquin Sea-Foods, Ltd., of St. Andrews, N. B., at one time representative of the National Fish Co. of Boston, Mass., has recently taken charge of the St. Andrews firm, and is very optimistic regarding the future of the fishing industry of Charlotte County. Mr. Richardson is a member of Stanyon-Richardson-Rheume, representing fish producers, with offices at St. Andrews-By-The-Sea, N. B., and Montreal, Que. The present capacity of the local plant at St. Andrews is from 50,000 to 90,000 pounds of fish weekly, and if a steady supply could be assured the firm could handle ten times the above named amount, according to statements made by the manager to the ATLANTIC FISHERMAN. The St. Andrews firm is receiving orders for carload lots of fish, but due to the scarcity of fish in local waters these orders have to be turned down. Mr. Richardson feels that his firm should have some means at its disposal to secure fish when the line fishermen fail to secure an adequate supply for the requirements of the trade. If permitted to use draggers, his firm would still buy practically all the cod and haddock offered by the shore fishermen, he says.

Draggers, Pro and Con

Haddock and cod are very scarce in the Passamaquoddy area and at Grand Manan, the buyers at St. Andrews stating that the demand in upper Canadian markets for fresh fish of all kinds, both in the round and filleted form, is far in excess of the supply. Considerable agitation regarding government permits to allow draggers to operate in local waters has been going on for some time, some of the dealers claiming

that these are absolutely necessary to insure a steady supply of haddock and cod. On the other hand the fishermen at Wilson's Beach and other Charlotte County ports insist that no permits for draggers be granted, claiming that, due to the fact that the local grounds in St. Andrews Bay and elsewhere are of very small extent, and these being the main dependence of the trawl line fishermen during the Fall and early Winter months, they will be practically ruined, and the fishermen themselves forced out of business if the use of draggers is allowed. Meetings have been held at which the parliamentary representative, A. D. Ganong, M. P., from Charlotte County was present, and Government officials from Ottawa, also. Late reports state that it is highly improbable that the use of draggers will be permitted in Southern New Brunswick waters this year. The Charlotte County fishermen, almost as a unit, oppose the use of draggers. Trawl fishermen look forward to getting their usual catches of haddock during the months of November, December and part of January. From the middle of January till April or May line fishing is at a standstill in the county.

J. H. Doon Enjoying Good Business

J. H. Doon, the pioneer fish dealer of St. Andrews, N. B., is doing a good business in fresh fish fillets this Fall. His "Quoddy River" brand of fresh haddock, cod, and hake fillets, packed in 20-lb. packages have taken the market by storm. Mr. Doon ships his product to Toronto, Montreal, and Ottawa. He also does a large business in all kinds of salt fish, and in addition to the Canadian trade, he does a large business with South American and West Indies ports. Just at present, he complains about the scarcity of fresh fish, but looks for a better supply during the next few months. J. H. Doon has been in business for many years and his firm has been the chief market for the fresh fish produced by the smart fishing port of Wilson's Beach, N. B. Captain Mariner Calder of Wilson's Beach has freighted fish for Mr. Doon for over a quarter of a century. The fact that new methods of processing fresh fish have been adopted by several Charlotte County firms, including that of J. H. Doon, augurs well for the future of the local fresh fish industry.

Sardine Herring in Demand

Nova Scotia vessels have been buying large quantities of sardine herring for lobster bait from the fishermen of Charlotte County, N. B., and the extra income derived from this trade is of very material aid to fishermen from Campobello, Deer Island, and other fishing ports. In late years this business has taken on a marked increase and while the price paid this year is below that of other years, namely \$3 a hoghead, it is virtually the same as that paid by the American sardine concerns. Connors Bros., Ltd., of Black's Harbor, N. B., pays \$5 a hoghead for sardines, but of course, this firm is unable to handle the entire catch in local waters. Herring are quite abundant in St. John harbor.

P. E. I. Fishermen Have Good Season

The lobster catches in the late season districts of P. E. I. have been very satisfactory this year, and the late Fall herring fishing has been better than for some years. Cod have been scarce, however, but taken all around the fishermen have fared very well.

"Katherine" Ends Busy Season

One of the busiest motor craft in Quoddy during the Summer months is the *Katherine* owned by the Sea-Coast Canning Co., of Lubec. The boat is used for towing purposes almost exclusively. The *Katherine* is 47 feet over all, 12 feet wide, and four and one-half feet draught. It is powered with a 45 h.p. Fairbanks-Morse C. O. engine. Captain Victor Townsend of Welchpool, N. B., commands the craft, and Gannet Wells Alexander, of Welchpool, is engineer.

"Vici" a Fast Boat

In the report of the sports activities at the Charlotte County Fish Fair, which was printed in last month's ATLANTIC FISHERMAN, no mention was made of the excellent performance of the swift motor-boat owned by Arthur Babcock of Wilson's Beach. The boat in question, the name of which is *Vici*, was disqualified from the 4-cylinder motor-boat race because of the fact that Mr. Babcock with some others turned the wrong side of the marker. He received a prize of 5 gallons of motor oil, however, and had it not been for the mishap his craft would have undoubtedly have given the winner of the race a tussle for first honors. In the 6-cylinder race Mr. Babcock's 4-cylinder came second, winning a prize of \$10. The *Vici* is powered with a Palmer "Pal".

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Digby, N. S.

Proud of Capt. Walters, Skipper of the famous "Bluenose"

By J. F. Hillman

IT would hardly be in keeping with the spirit of the times to allow the greatest sporting event of the year to pass unnoticed by a correspondent living, not only in Nova Scotia, the home of the champion *Bluenose*, but in the county of Digby, long famed for its skippers and hardy fishermen. We all take our hats off to Capt. Walters and the gallant crew of the noble vessel that has defended the International Championship for ten years, brought honor and glory to Nova Scotia, and to all Canada, and during her long career has upheld the best traditions of those who live by the sea. In Digby, as in all Nova Scotia, the *Bluenose* has become a household word. No other word could be more appropriate to name the noble vessel that has kept Nova Scotia on the front page of sporting history the past decade. Throughout the county of Digby the interest in the races between the *Thebaud* and *Bluenose* was intense.

Depression, hard times, everything seemed to play second to the interest in the great event that calls for the best that is in men. Nova Scotia, the birthplace of countless thousands of fishermen, was defending the trophy emblematic of the world's championship in fishing schooner racing, and the *Bluenose* was Nova Scotia.

It is with pardonable pride that Nova Scotians glory in the achievement of the vessel that is engaged in the great fishing industry. The victory of that wonder vessel has stimulated interest in the industry just at the time when new life is needed. The *Bluenose* has ceased to be a mere fishing schooner, she is an institution, and her great record will never be erased from the front pages of this nation's history. It must be gratifying for Capt. Ben Pine of the *Thebaud* to know that all true sport lovers in Nova Scotia join in complimenting him on his ability, his gameness and his contribution to the great event. He lost the trophy, but he won a lot of friends.

Scallop Season in Full Swing

The scallop season for the Digby-Annapolis district is now in full swing. Since the 16th of October, the scallop fleet has been in operation, the fleet for the most part making its headquarters in the port of Digby. Among the boats fishing out of Digby are the *Gonac*, operated by Roland Wormell, two boats owned by Floyd Snow, the *Mareon* and the *Ronald Eugene*, of Digby, the *Shamrock* and *Paraquet*, of Annapolis, owned by B. Longmire, the *Eunique* of Digby, operated by Lea Elliot, the *Hazel C.* of Annapolis, owned by Ansel Casey, the *F. E. Davis* of Annapolis, owned by H. Ellis, and two boats owned by C. McWhinney and W. Casey, both of Annapolis. It is possible that when the season advances there will be more boats added to the fleet. In addition to the above named boats there will be several operating out of ports along the Annapolis County coast and from the fishing villages along Digby Neck. The scallops are shipped mostly from Digby to the American market where they are in great demand. It will be of interest to note that the scallop fleet will have plenty of protection this season. In addition to the life boat of the station at Bay View, which is almost in sight of the fleet when operating in the bay, there will be the Government Fisheries Patrol boat *Capelin*. The *Capelin*, Capt. Lewis, arrived in Digby this week from a regular cruise along the Western Shore, and beginning the 1st of November will act as Mother Ship to the scallop fleet. The *Capelin* will leave port with the scallop fleet on days that are suitable for dragging, and will return to port every evening in company with the boats. Dragging for scallops, as every fisherman is aware, is not all sunshine. There are many days when the fishermen suffer serious losses through sudden storms and heavy winds which combine to make the operation of the boats extremely hazardous. Under the heavy strain, if the engines fail, the boats are helpless, and it is then that the Mother Ship comes into the picture and tows the helpless boat to port for repairs. Accidents, sometimes of a serious nature, have a habit of occurring to the members of the crew, and it is then that quick action is imperative.

Canso, N. S.

Bait Problem Solved By Opening of Storage Plant

By Cecil Boyd

THE question of bait storage for our local fishermen, which has been such a source of anxiety for some time, has been solved to some extent, at least, by the securing of a portion of the plant at present leased and operated by R. E. Jamieson. This was the former A. W. Fader Company plant. The cost of ice and salt required in the fixing up of the place for a freezer for bait is borne by the Department of Fisheries. It is also thought that there will be enough space to allow for the storage of baited trawls overnight or during bad weather. The freezer was fitted up the middle of October, and some bait stored, and, while the lack of fishing weather since then has reduced the demand for bait, it is expected that this arrangement will be of material aid in solving the bait problem.

Open Lobster Season Requested

A fishermen's meeting was held on the 9th of October to consider the advisability of asking for an open lobster fishing season this Fall, and after the question had been fully discussed, it was decided, by a large majority of those voting, to request the Department of Fisheries to grant such a season, extending from the 15th of October to the 15th of November. The sole reason advocated for the granting of this innovation was that of the urgency of relief for the fishermen during the present extreme depression existing in the industry and through the community generally. Last year a Fall season was asked for but not granted, and an unfavorable reply was also received this year. The chief reason given for not acceding to the petition was that of the need of conservation of the lobster fishery, it being feared that an open season in the Fall would materially injure the regular season's results next Spring. It was also pointed out that lobsters at this time of year are on the soft-shelled side, and not in the best condition for shipping.

New Wharf at Whitehead

Among the Government Unemployment Relief works being carried on in this county at present is that of a new public wharf at Whitehead, where some \$15,000 is being expended in the construction of this public work at the present time. Howard MacMillan of Whitehead is foreman, and while this job lasts, the unemployment situation in that port will be largely taken care of. Efforts are being made by the Canso Fishermen's Federation, and the Canso Board of Trade, and others interested, to have an extension to the Canso Harbor Breakwater included among the local projects for unemployment relief. A Government engineer came here recently and, in company with local parties, looked over the Breakwater and estimated that an extension of 150 feet would cost in the vicinity of \$8,000, while 120 ft. would call for \$6,000.

Fishermen Erecting Lobster Factory

Members of the Fishermen's Federation Station at Harbor Boucher are engaged in getting out lumber for the erection of a local lobster factory. The putting up of this building was decided on at a recent meeting of the Federation. A site was selected near the wharf, the size of the building to be 60 feet by 24. The factory will be operated on a co-operative basis, and will be the first one of this kind in the county.

Attended Races

While the windy weather of this month has been a handicap to the local fishermen, it suited admirably the plans for the International Fishing Schooner Races. It goes without saying that interest in these races is always keen hereabouts, and this year quite a number from this vicinity, including the writer, journeyed to Halifax to witness the event. Among those going from Canso was J. W. Main, a devoted schooner racing fan, who has taken in every series, with one exception, both at Gloucester and Halifax, since the contests were first started.

Looking for Good Haddock and Mackerel Fishing

Late reports say that the dogfish are decreasing, and that there are indications of the Fall haddock coming on, so that, if the long windy spell should be followed soon by a more moderate period, it is to be hoped that November news will be of a cheerful nature.

The Roamer's Diary

AS soon as the weather cooled off the latter part of October, I thought of my friends in the oyster business, and decided it was a good time to call on some of them.

RHODE ISLAND

In Rhode Island at East Greenwich, the Warren B. Finn Co. are certified dealers both in New York and Rhode Island, and handle clams, scallops, lobsters and oysters. They have two lobster depots, one at Point Judith and the other at Wickford. Mr. Finn recently purchased six speed boats from Luddington Boat Co. to be used for a Water Taxi Service around Narragansett Bay. The boats will be kept at the waterfront and will be available at all times during the season.

plant for sail work, and makes sails for all classes of boats. He is also a dealer in sail material.

Charles K. Wedmore, wholesale dealer in oysters, has been in business for 50 years. He ships to all parts of the United States, and owns two fine oyster boats, one recently built by Frank Anderson.

The Seacoast Oyster Co. with general offices at New Haven, under the direction of Elbert Lockwood, is one of the largest oyster companies on the coast. They maintain the George T. Green Oyster Co., a subsidiary at Warren, Rhode Island, and the Cape Cod Oyster Farms Co. at Wellfleet and Cotuit, Mass. They have their operating farms at Wickford, Rhode Island; and at New Haven, Conn., they operate a plant for seed oysters. They have been in business for 60 years.

From New Haven I hurried to Bridgeport to see Mr. Lewis of the H. J. Lewis Oyster Co., large wholesalers of



Four fishing supply trade dealers. UPPER LEFT: Sam Cahoon, Woods Hole, Mass., fish, lobster and supply dealer. UPPER RIGHT: John A. Wyatt, Bower's Beach, Del., fishermen's supplies. LOWER LEFT: Newcomb & Co., Newport, R. I., lobster and supply dealer. LOWER RIGHT: E. M. Millbourne, Crisfield, Md., Palmer and Wolverine dealer.

Albert Mayette of Oakland Beach, Rhode Island, has been in the wholesale fish and oyster business for the past eight years, and is a certified dealer in New York as well as in Rhode Island.

At Point Judith I heard this story and I believe it is true. A 260 pound sturgeon was caught by Capt. Horace K. Webster, Charles A. McKenna and the crew of the dragger *Jennie B.* For proof the fish was shipped to Chesebrough, Fulton Fish Market, New York. The fish was caught 25 minutes S. W. of Point Judith Breakwater. It is the largest sturgeon that has been caught in years. The fish measured eight feet in length.

CONNECTICUT

I spent the next day in Connecticut, stopping first at Niantic. J. W. Darrow hauls out, stores and repairs pleasure and fishing boats. Mr. Darrow is the grandson of Capt. Clard, well-known and popular boat man. He calls his yard the Marine Shipyard.

At New Haven is a man who has been making sails for local fishermen since 1894. F. F. Upson has a very fine

seed oysters and owners and operators of several oyster boats.

Brown Bros. run a machine shop here. They are distributors of Hyde propellers and various makes of marine engines.

FULTON MARKET

The next morning found me at Fulton Market, New York. There were several draggers in with fish, and the captains I interviewed reported prices good. The dealers there do not seem to have felt the depression as badly as some other industries; in fact, I have found a better feeling in many fishing ports than exists in some lines of business.

It always does me good to see the captains and dealers looking over the current issue of the ATLANTIC FISHERMAN to see what has been happening along the coast and in sections where they are interested. They certainly do like the news.

LONG ISLAND

The next day I hit for Long Island, stopping at Northport where I found Leroy A. Jude who wholesales and retails all kinds of shellfish.

Netting for Every Fishing Use

**Gold Medal Cotton Nets
A. N. & T. Coy Linen Nets**



**Manila Trawls—Flounder Drags
Gold Medal Seine Twine
Burnham's Tarred Lines
Nets, Seines, Traps and Webbing
Complete line of Fittings**

*Stocks carried in Boston, Gloucester and
New York*

The Linen Thread Co.

BOSTON
575 Atlantic Ave.

NEW YORK
200 Hudson St., 33 Fulton St.

GLOUCESTER
105 Maplewood Ave.

SAN FRANCISCO
443 Mission St.

BALTIMORE
Lombard & Calvert Sts.

CHICAGO
154 W. Austin Ave.

JACKSONVILLE, FLA.
24 East Bay St.



The "South Bay", Capt. Peter Van Vessen, owned by the South Bay Fish Co., West Sayville, N. Y., and engaged in trap fishing. The boat is 38 ft. over-all and was built by Henry Otto.

Port Jefferson was next, and after calling on J. Tidmarsh, a wholesale and retail dealer in fish and shellfish, I visited the Long Island Shipyard, formerly Port Jefferson Shipyard. They do all kinds of building and repairing; have three marine railways and a machine shop. Hewett Crosby is general manager.

At Greenport, Washington White ships fish, clams, scallops, lobsters and oysters to Fulton Market and many other Eastern points.

On my way back toward New Jersey I had time to stop at West Sayville, and found that the Bluepoints Co. were enjoying a very busy season. They operate several oyster boats, and have one of the largest and most up-to-date plants on the coast.

Walter Lightner is a boat builder here and has completed six boats the past year, including fishing and party boats. He is to launch a 34-footer shortly for George Rhodes. The boat is to be powered with a 24 H.P. Palmer and fitted with a Columbian propeller. Mr. Lightner has six to build this Fall and Winter. He has been building for many years and was formerly in business in Annapolis, Md.

NEW JERSEY

In New Jersey at Seabright, Port Monmouth and all through that section the dealers report a good supply of fish, but prices not so good. However, they are all looking forward to a good year in 1932.

At Beach Haven, Barnegat, etc., the boat yards and storage plants were busy hauling out for Winter storage. Charlie Strickland of Strickland Bros. at Beach Haven, advised me that his yard would be filled to capacity as usual.

I stopped at Atlantic City for the night. This is a busy spot in Southern New Jersey. There is something going on here all the time, and I wish I could have stayed longer. I saw the Vansant's here.

Stanley C. Vansant & Son have been building pleasure and fishing boats for over 40 years. They are equipped with two marine railways and up-to-date shops and boat yards, and offer a fine service to yachtsmen and fishermen. They carry a full line of marine hardware, and yachtsmen's and fishermen's supplies.

Elmer B. Vansant, designer and builder of pleasure and fishing boats, is busy hauling out for Winter storage. He has a marine railway, and carries marine supplies.

Martin's Machine Co. is located here, and Mr. Martin had a full crew working. He carries marine hardware.

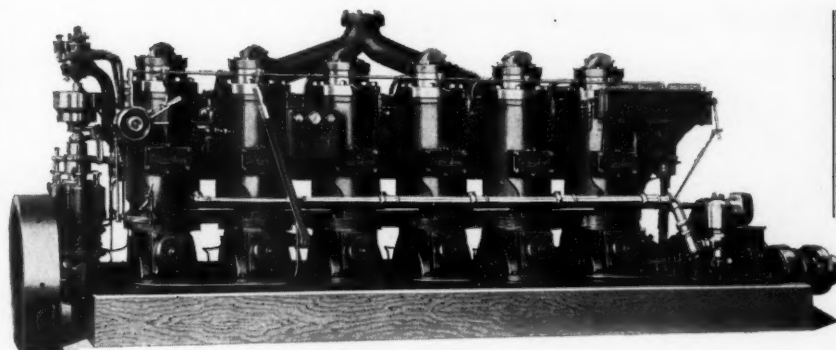
Fred Thornton, manager of the Rhode Island Crab Meat Co., told me that he had had a good season wholesaling and retailing fish and lobsters. Fred is well-known to the fish trade on the Atlantic coast, and was in business in Crisfield, Maryland, before coming to Atlantic City.

PHILADELPHIA

I left Atlantic City early so as to be in Philadelphia before dark, and was at the famous Dock Street Market early the next morning. Everything there was hustle and bustle.

F. P. Larkin, Jr. took time off from business to show me a picture of a Crosby-built cat boat built in Osterville, Mass., that he has won several blue ribbons with in local races.

Mr. Hagemann of Hagemann & Pole, wholesale and retail dealers in all kinds of fish and shell fish, complimented



Kahlenberg

**HEAVY
DUTY
OIL
ENGINES**

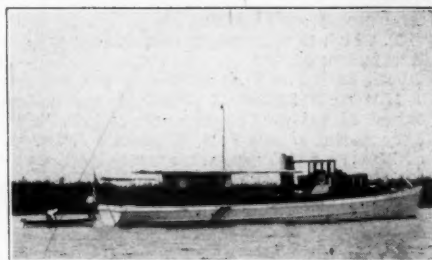
Airless injection. Two Cycle. Simple and well built with large crankshaft, sensitive vertical governor, and extra long water jacketed main bearings. Direct reverse in five seconds. Two to six cylinders, 20 H. P. up.

"Skylark" converted subchaser. Twin 75-90 Kahlenbergs.

Distributors at Portland, New York, Norfolk, Tampa, Mobile, Los Angeles, Tacoma, Vancouver, St. Hyacinthe, Que.

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1709 Twelfth St., Two Rivers, Wis., U. S. A.



me on the picture of his oyster boat that we ran in the October issue of ATLANTIC FISHERMAN, as did Joe Davis of the same company.

C. V. Sparks, Edwin Huff, John Goodman, Mathew Ryan and the other dealers were all flying around filling their orders. Jake Smith must have slept over, as he had not shown up at 12 o'clock. I remember at the Fisheries Convention in Montreal Mr. Smith was around bright and early. Mr. Sparks told me about an automobile accident that F. P. Larkin, Sr., and one of his sons were in recently. Here's hoping for their speedy recovery.

Next month you will hear from me in Maryland again. I enjoyed my last trip there and am anxious to go back.

Before starting on this trip which I have just reported, I made some calls in Massachusetts.

MASSACHUSETTS

BOSTON—The Jay C. Smith & Son Co., wholesale dealers in live and boiled lobsters, situated on Northern Ave., is one of the oldest and largest lobster companies on the coast. They buy direct from the fishermen of Massachusetts, Maine and Nova Scotia, and operate their own lobster pound in Rockport, Mass. They have fine facilities for keeping their lobsters in first-class condition. Their pound has a capacity of 30,000 pounds and their lobster cars on Northern Ave. have a capacity of 75,000 pounds. This company has been dealing in lobsters since 1868. George R. Smith is managing owner, and Miss E. G. Richardson is office manager.

MARION—A. M. Chase, one of the largest shippers of quahogs on the New England coast, had shipped 87,541 barrels up to January 1, 1931, in his 43 years as a dealer, and has shipped 900 barrels so far this year. Mr. Chase recently celebrated his 84th birthday, and still is very active, running his business, and employing 40 to 50 tongers.

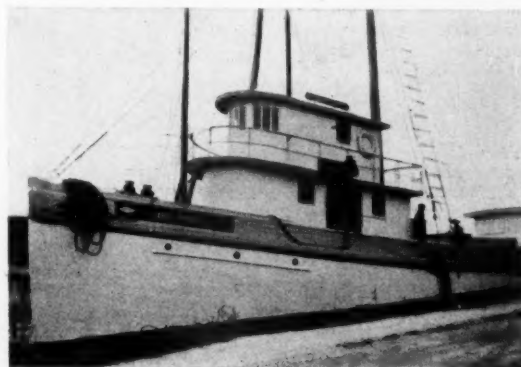
SCITUATE—Lamb & O'Connell are builders of a 36-foot sloop-rigged yacht for Mr. Arnold of Rockland, Mass. They

have started on four lobster fishing boats for local fishermen, all 27-footers.

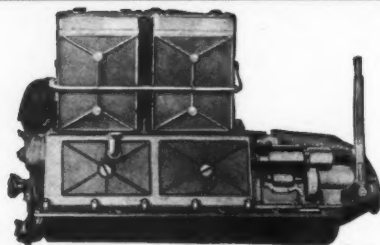
The George F. Welch Co. have gone into the marine hardware business. They have recently made extensive repairs on their wharf property and have very fine facilities for serving yachtsmen and fishermen. They have 18 feet of water at normal tide at their wharves. They are distributors for the well-known Morse Dory, Socony products, fishermen's and yachtsmen's supplies and marine hardware. J. W. Stinson will be in charge of the marine department.

S. CHATHAM—E. S. Eldredge is manager of the shell fish plant of S. W. Gould & Son of West Chatham. The company wholesales and retails quahogs, oysters, clams and scallops.

That's all for this time. See you in Maryland.



The "J. Earle Morris", owned by Wallace M. Quinn of Crisfield, Md., and powered with a 200 h.p. Atlas Imperial Diesel engine.



4 cyl.; $6\frac{1}{2} \times 8$; 65 H.P.; 650 R. P. M.

IT IS THE AVAILABLE HORSEPOWER THAT COUNTS

Murray & Tregurtha have always been noted for conservative ratings. They would far rather under-estimate the horsepower of their engines and have satisfied customers than over-estimate and disappoint. For example, this 4-cylinder engine is rated 65 H.P. and sells for \$3250. That would seem to indicate an engine cost of \$50 per H.P. which to some might seem higher than the average. As a matter of fact, all tests of this engine have produced OVER 80 H.P. giving an engine cost based on AVAILABLE HORSEPOWER of \$40.60 per H.P.—one of the lowest if not the lowest cost per H.P. in the medium-duty marine engine field. We invite you to witness tests of Murray and Tregurtha engines, and see for yourself the H.P. that is available.

MURRAY & TREGURTHA, INC.

North Quincy, Mass.

The Great Grimsby Coal, Salt and Tanning Co., Ltd.

Supply Otter Trawling Gear for Deep
Sea Trawlers, Flounder Draggers, etc.,
Patent Trawl Boards, Patent Messenger
Hooks, Long Line Fishing Gear, etc.

Everything Necessary for
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Vigneron-Dahl (V.D.) Patent Trawling Gear

Sole Agents for the
New Fish Meal and Oil Extraction Plants
(Schlotterhose Patents)



The "Carroll", owned by Charles Faulkingham, and built by F. P. Smith & Co. of West Jonesport, Me., along the famous Jonesport lines. She is powered with a 28 h.p. Kermath motor.

Letter from Director H. D. Crie of the Maine Fisheries Commission

ATLANTIC FISHERMAN:

November 2, 1931.

Will you please publish the following in your magazine?

SOMETHING must be done if the lobster fishermen on the Maine Coast are to earn a living wage fishing for lobsters in the future. Miracles have happened in the past and they may happen now to improve conditions but I believe, after visiting Canada and studying conditions there, the only way possible for the Maine fishermen to get adequate returns for their labors is by the enactment of a Federal Law, prohibiting the shipment of lobsters into United States Markets, which measure less than three and one-half inches, eye socket measure, or the law Maine has to-day. When such a law is passed it will eliminate the so-called, "chicken lobster", which is a drug on the market and controls the price.

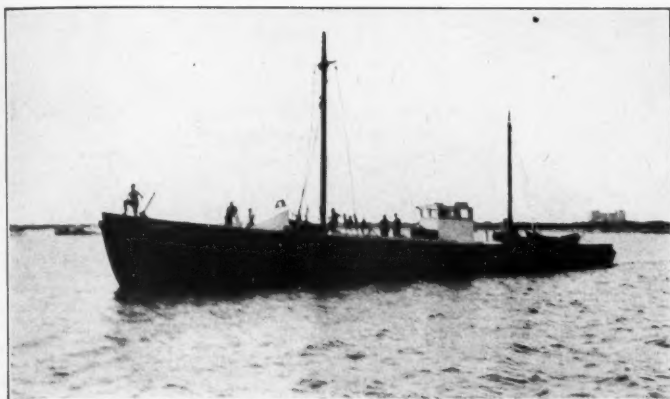
For the past week Commissioner W. H. Thurston and I have visited Canada and have gathered all the information we could regarding the catch of lobsters, the way they are shipped to United States Markets, the closed seasons, etc.

With all the lobster fishing ground there is in Canada and the way the closed and open seasons are operated I see no reason why Canada cannot continue forever supplying the United States Markets with lobsters, at a price that is impossible for the Maine fishermen to compete with. For example, we will take the Shediac Coast which includes Northumberland Strait and Prince Edward Island. The season opens Aug. 15th and closes Oct. 15th so there are but two months fishing. When the first season opens the fishermen get from one thousand to twelve hundred pounds of lobsters each day that they haul their traps and as the season draws to a close the lobsters get scarcer until the last of the fishing when a fisherman gets from two hundred fifty to three hundred pounds when he hauls his traps. After that season closes another opens up and so on for nearly eleven months of each year, so you can readily see that Canada is pouring into the United States Markets quantities of lobsters more than ten months each year and with a closed season of nearly ten months for each locality it gives the lobsters a great opportunity to breed and restock the grounds before the fishing begins another year.

Lobsters are taken in such large quantities when the season is first opened to fishing that they not only glut the United States Markets but also plug the canneries to such an extent that quantities are wasted and the price is reduced to such a low level that no one can make any money. If the "chickens" were eliminated, then the markets would take care of the supply at a fairly remunerative price but until some way is devised to entirely eliminate the "Chicken Lobsters", our Maine fishermen will continue to work for starvation wages.

The banquet and meeting that was held at the Thorndike Hotel, Rockland, Sept. 4th, was for the sole purpose of giving the fishermen a chance to tell their troubles first hand to the Senators and Congressmen so that if a bill is presented in Congress the coming Winter the Maine Senators and Congressmen can tell their colleagues just what

WOLVERINE



Fishing Vessel

"ANNA M."

A converted 110 ft. Sub-chaser

Owner: Capt. Harry Mogck
Cape May, N. J.

Master: Capt. Herman Roberg

150 H. P.

"WOLVERINE-DIESEL"

Speed: 13 miles

She is unsurpassed for her highly economical and perfect all around performance

The "WOLVERINE-DIESEL" is a simple and reliable Oil Engine specially developed for the Fishing Industry. It will pay you to investigate this engine.

Let us figure on your requirements. Catalog No. 135 on Request.

Wolverine Motor Works, Inc.

No. 1 Union Avenue

Bridgeport, Conn.

is actually necessary to protect the lobster fishermen of the United States from foreign competition that deprive them of a living wage by reducing the price of lobsters to such an extent that they cannot make a dollar above the cost of production. Such conditions should not be allowed to exist.

The writer is doing his utmost to remedy conditions but it is not a one man job for it is actually necessary for every person interested in the future of the lobster business in Maine to lend a helping hand and for every fisherman and dealer to do everything he can to help. Take an interest in the future of your business. Write your Representatives and Senators in Congress when that body convenes in December, telling them your troubles and ask them to help. A personal letter will do more good than a petition containing a hundred names. Ask your friends to write somebody they know who could help. Talk federal lobster laws,

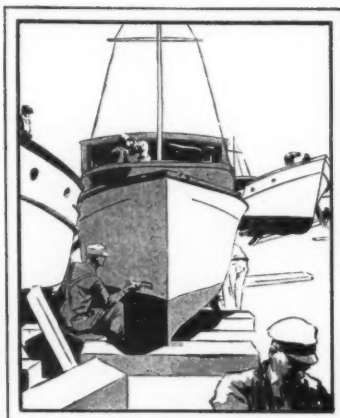
morning, noon and night. Drives are in the air at this time for the unemployed and if you do not make a drive for yourself you will soon be among the unemployed because you cannot earn a sufficient amount to keep soul and body together and build a new string of traps and when your old equipment is worn out you will then have to enter the great army of unemployed, if something is not done to remedy conditions. It will not be necessary for you to do that if you get busy and make a drive for a Federal Law, that will prohibit the importation of the "chicken lobsters",

so called, the lobsters that glut our markets and control the price. This is the time for every fisherman and every person interested to show whether they are interested enough in the future of that great God-Given resource, the lobster industry, to work or to sit down and let it go by default. The whole situation lies in your hands and the future depends on your efforts.

I am willing to do and am doing all I can to help you. I have visited practically all the lobster producing states in an effort to make the Commissioners and fishermen understand the seriousness of the situation. I have been to Canada to study conditions there as previously stated. Have just returned from Boston where I attended an annual meeting of the Lobster Fisherman's Association at which more than one hundred members were present and all seemed anxious to have something done to remedy conditions, and I firmly believe that by a united effort we can accomplish what we desire, a federal law adopting a measure for lobsters, large enough to eliminate the importation of "chicken lobsters", into the United States market and also to prohibit the shipment of lobster meat to our markets, and when the tariff is opened up again to get a tariff sufficiently large to put our fishing industry on a level with Canada in the cost of production. All the above mentioned conditions must be remedied before I shall be satisfied that our fishermen and dealers are getting the protection that they honestly deserve.



"Jennie and Julia" of Gloucester, Mass., 85 ft. long, 18 ft. beam, 9 ft. draft, powered with a 150 h.p. 4-cycle Wolverine-Diesel.



Engines for Sailor Men

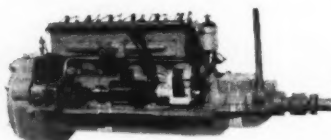
Men who do their own work are much closer to their boats than the fellows who

"just pay bills". It is significant the preference for Palmer Engines that these working sailors show. They know that Palmer Engines are absolutely dependable, are easy on fuel and oil, and have heavy enough parts and walls to insure a life far beyond lighter and higher speed motors that are sold on a first price basis.

PALMER BROS. ENGINES, INC.

14 Water Street, Cos Cob, Conn.

**PALMER
ENGINES**



**FABRICA MANUAL de RÊDES
de PESCA d'ARRASTO, L.da**

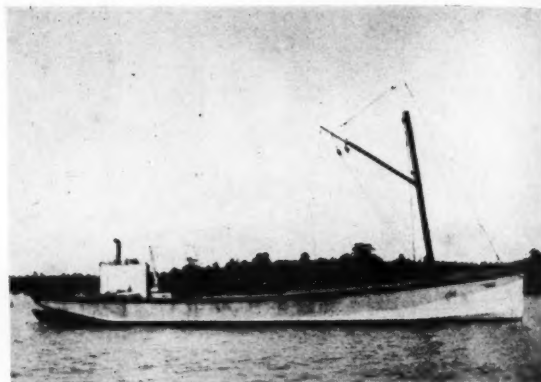
Manufacturer of

**THE ONLY GENUINE PORTUGUESE
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Distributed by

**UNITED FISHERIES COMPANY
GLOUCESTER, MASS.**

Sole Distributors for United States



Boat "June", owned by Capt. V. C. Hudgins, Shadow, Va. Dimensions: 55 ft. long, 13 ft. wide, 30 ft. mast. Powered with a Palmer engine.

Improved Haddock Trawl

PRESENTATION of information indicating the possibility that experiments now under way will result in the development of a trawl which will lessen the capture of immature fish in haddock fishing operations, was an important feature of the 1931 meeting of the North American Council on Fishery Investigations, which was held in Ottawa. With present gear, large numbers of undersized haddock are inevitably taken and the perfecting of the new trawl would be a development of first rate value in the conservation of the stocks of haddock, a species of great importance in the Atlantic fisheries of North America. The experiments toward developing the new trawl, which has already been used with a good deal of success in some test fishing, are being conducted by W. C. Herrington, one of the investigators in the service of the United States Bureau of Fisheries.

The North American Council is a scientific body representative of Canada, the United States, Newfoundland and France, which seeks to co-ordinate fisheries investigations in the Atlantic waters off this continent. This year's meeting was attended by all the United States members, Dr. H. B. Bigelow, director of the Oceanographic Institution at Woods Hole, Mass., who is chairman of the council, Henry O'Malley, Federal Commissioner of Fisheries, Washington, D. C., and Elmer Higgins, chief of the Division of Scientific Inquiry of the United States Bureau of Fisheries, and by Dr. Harold Thompson, representing Newfoundland, as well as by the Canadian members—W. A. Found, Deputy Minister of Fisheries, Dr. A. G. Huntsman, of the staff of the Biological Board of Canada, secretary of the council, and Dr. J. P. McMurich, of Toronto, chairman of the Biological Board. Dr. E. LeDanois, the representative of France, was unable to be present. Several technical advisers of the Canadian and United States fisheries service were present, including Dr. A. W. H. Needler, of the Biological Board staff, and O. E. Sette, officer in charge of Atlantic fisheries investigations for the United States Bureau of Fisheries, as were Dr. Charles J. Fish, Dr. H. H. Gran, and Michael Graham, three of the scientists who have been engaged to prosecute research work for the joint commission named this year by Canada and the United States to carry on investigations to determine the probable effect of proposed power dams on the fisheries of the Passamaquoddy Bay region.

Reports of scientific and technical character were submitted dealing with eod, haddock, and mackerel investigations, water temperature studies, drift bottle investigations, and the work which is being done under the Passamaquoddy commission. Some tests made by Canada in the use of bait in different forms were also outlined and a report was made of preliminary study made by Newfoundland of the life history of certain bait fishes. The various investigations are being continued.

Much gratification was expressed by the council at the initiation of fisheries research work by Newfoundland and the energetic way in which various investigations, useful to all the co-operating countries, have been set in motion by Dr. Harold Thompson, noted Scottish fisheries authority, who was engaged last year as Director of Newfoundland Fisheries Research.



The test of a rope, as of a man, is sending it to sea. No matter how well it behaves in a laboratory, what counts is how well it behaves where you need it, and when. This is the test that has made New Bedford cordage a favorite with experienced fishermen for nearly a century. It is the test that makes our latest product—New Bedford Maritime Manila—a favorite with them today. They know they can depend on it.



NEW BEDFORD CORDAGE CO.

Established 1842

General Offices, 233 Broadway, New York
Mills, New Bedford, Mass.

Boston Office, 10 High St.

Chicago Office, 230 W. Huron St.

The new Atlantic Works of Bethlehem Shipbuilding Corporation at East Boston, Mass.

By George A. Richardson

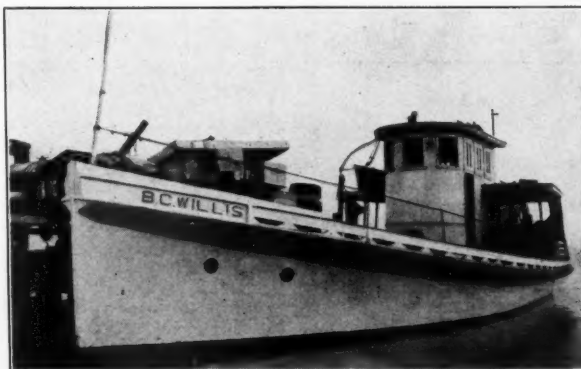
THE completion of a thorough program of modernization of the Atlantic Works of Bethlehem Shipbuilding Corporation rounds out a comprehensive plan of development during the past few years which has included all of Bethlehem's ship repair facilities on the East Coast. These comprise three units. The Baltimore Dry Docks Works at Baltimore, Md., is a new plant equipped to handle any and all kinds of jobs on any size of vessel coming into Baltimore Harbor. The Simpson Dry Dock Plant at East Boston, which was re-equipped and rebuilt several years earlier, has facilities for taking care of the needs of all the larger ocean going vessels. Lastly comes the Atlantic Works which, with the Simpson Dry Dock Plant, operate as the Boston Plant. The Atlantic Works specializes on jobs pertaining to harbor vessels, tugs, fishing boats, etc., but with the available docking facilities can take care of vessels up to 450 feet in length. No consideration is given to the well-known Fore River Plant in this grouping because it is primarily a ship building plant and does not

make a practice of handling repair work, although its extensive shop facilities are available in times of need.

Today the two units of the Boston Plant are the most modern and finest repair plants north of New York. Nevertheless they have long histories which go back to the golden days of shipping and shipbuilding. Although the year 1853 is usually given as the date of the founding of both, the real start of the Atlantic Works can properly be called 1847. In that year the East Boston Dry Dock Company, absorbed by the Atlantic Works in 1902, was organized.

The Atlantic Works was incorporated in 1853. During all the years this organization has been an important factor in the marine field in and about Boston. At the time of incorporation, it had large shops and specialized in the building of engines and boilers. From this it was an easy transition to the building of ships. During the Civil War two

Monitors and the turrets and engines for several others were built. It was not until 1892 that the Atlantic Works constructed its first marine railway although it later took over the railways of the East Boston Dry Dock Company which dated back to 1853. In the years that followed there was a steady expansion in facilities both by the process of absorption of outside plants and the building of new units. In 1922 Bethlehem Shipbuilding Corporation became actively identified with ship repair work in Boston Harbor by buying out the



The "B. C. Willis", operating on Albemarle Sound, N. C., and powered with a 75-90 h.p. Kahlenberg.



**"Wish we could put
a SHIPMATE
in her galley."**

An old salt would not have felt that his vessel was complete without a SHIPMATE in her galley.

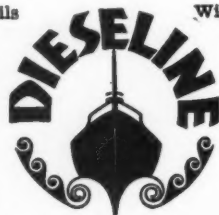
Today, as fifty years ago, SHIPMATES put the finishing touch on the galleys of modern boats. No matter what the fuel to be used; no matter what the size of the boat, there is a SHIPMATE the proper size and type for the job.

SHIPMATES are made only by
THE STAMFORD FOUNDRY CO.
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The "Pollyanna", owned by the Gorton-Pew Fisheries Co., Ltd., of Gloucester, Mass., and equipped with 16 cell Exide Marine battery.

Simpsons Patent Dry Dock Company. In 1926 Bethlehem purchased the Atlantic Works.

The activities of the Atlantic and Simpson Works cover a period of tremendous changes. It is a far cry from the days of clipper ships when the East Boston water front was one continuous line of shipbuilding yards, dry docks, and marine railways. Those were the times of world-beating records. The building of each new ship was a real event. Donald McKay and Samuel Hall surpassed themselves with each new vessel turned out, and these two famous names are intimately tied up with the story of the Boston Plant. In 1853 twenty-two shipbuilding yards existed in East Boston. It was an era when the romance of shipping was intensified and the glamor of those days has grown rather than diminished. Despite this background of romantic history and traditions which have come down through the years, Bethlehem's two repair plants comprising the Boston Plant are not handicapped by lack of progressiveness. Both are up to the minute in every respect as regards equipment and organization. They stand out as examples of the best in modern ship repair plant layouts and practice.

When Bethlehem took over the Atlantic Works, immediate steps were taken to put it in the very best operating condition. Although the location of existing units necessarily had a bearing on the arrangement the aim has been to plan things so that material can be moved to and from the various places with a minimum amount of effort and handling. The ground area covered is approximately fourteen acres and the actual available floor space in the shops is approximately 60,000 square feet. The equipment consists of machinery and facilities of the most modern types and any kind of ship repair work, regardless of its character, can be handled within the limits of the docking capacities. Skilled mechanics are available for taking care of all work relating to Diesel engines, turbines and reciprocating engines. Total length of piers available is 1990 feet. In addition to the general run of ship work, the plant specializes in stationary work for shore plants.

Although the Atlantic Works is a complete unit in itself it has the additional advantage of all of the facilities of the Simpson Works close at hand and in times of necessity special work can be done at the Fore River Plant. It is seldom that such complete facilities for giving prompt and efficient repair service are available within the limits of one organization.

KNOX MARINE EXCHANGE
Camden, Maine

ATLANTIC FISHERMAN,
Goffstown, N. H.
Gentlemen:

Once more we are pleased to advise you that our ad is giving us splendid results. It seems as though, regardless of the depression now existing throughout the country, we are able to find buyers with cash through the ATLANTIC FISHERMAN.

Very truly yours,
KNOX MARINE EXCHANGE

Thomas Alva Edison

February 11, 1847—October 18, 1931

"HE led no armies into battle—he conquered no countries—he enslaved no peoples—yet he wielded a power the magnitude of which no warrior ever dreamed. He commanded a devotion more sweeping in scope, more world-wide than any other living man—a devotion rooted deep in human gratitude, and untinted by bias of race, color, religion or politics.

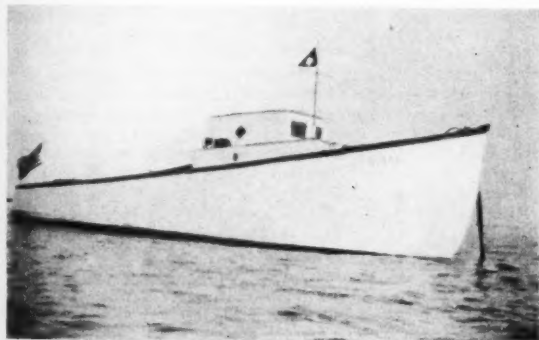
"This democratic, kindly, modest being bestowed upon the human race blessings instead of bondage, service instead of serfdom, construction instead of conquest."

G. E. Stringfellow, prefacing his tribute to Mr. Edison, says:

"With the passing of Mr. Edison the Press of the World, in eulogy, has reviewed the long list of his useful inventions, the great industries they have brought into being, the higher standards of living to which they have contributed, and other tangible achievements of the 'Wizard of Menlo Park'.

"Many of us who have been business associates of Mr. Edison are inclined to believe that it is not as an inventor that his final place in history will be determined. Rather we take the view that with the clearer retrospect that comes with the passing of time it will be his less spectacular yet more enduring accomplishments as a teacher of advanced methods of research that will fix the world's final appraisal of his greatness.

"We have chosen, therefore, as our tribute to Mr. Edison, in contrast to many of those appearing in the Press, to interpret his contributions to science and to society, in terms of his life-time role of a teacher."



A 37 ft. boat, built by William Frost of Jonesport, Maine, for Capt. Sumner Gerard, Jr., of Groton, Connecticut, and powered with a Red Wing motor.

Marine Radio Telephone

NEW developments by the Western Electric Co. in the field of sound transmission are presented in a bulletin just issued by the Western Electric Co., 50 Church Street, New York, N. Y.

With reference to the fishing industry the bulletin says: "Western Electric Radio Equipment makes possible two-way telephone communication between headquarters and fishing fleets. In this way weather reports and other shipping information may be exchanged.

"Captains of fishing boats can report their catches to a central office. These advance reports permit the arrangement of incoming boat schedules so that cargoes may be distributed among plants according to capacity and without delay. All preliminary arrangements to accommodate the catches thus can be made prior to the arrival of the boats.

"The ability to regulate closely the movements of boats and the time saved are of great advantage, especially where government regulation limits the time allowed between the catch and canning process.

"By installing radio equipment on trawlers, owners are able to keep in constant touch with their boats, and are in a position to take immediate advantage of changes in market conditions."



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Use

**WATERFLEX
WHITLOCK
CORDAGE**

The
Utmost in
Rope Value

WHITLOCK CORDAGE CO.

46 South Street, New York
226 State Street, Boston, Mass.

Hathaway Machinery Co.

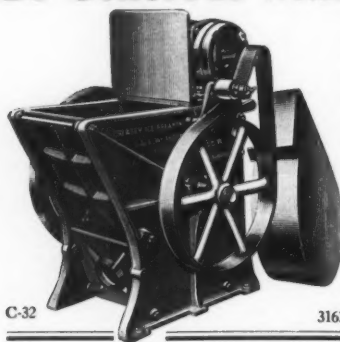
TRAWL WINCHES

used from

Maine to Florida

New Bedford, Mass.

Be Generous with Broken Ice



C-32

Fish keep better if stowed with frequent layers of evenly broken ice, and the cost of the broken ice is trifling, particularly if you use a power driven

**CREASEY
ICE BREAKER**
to prepare it. Over 20 styles and sizes. Write for Catalog F-1675.

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INTERCHANGE FRICTION CLUTCH



For Trawling Gear

Gear is under perfect control at all times. It can be stopped and started under load.

The simplest friction clutch made. Sprocket is mounted on ball bearing sleeve—the whole on stub shaft, attached to fly wheel of engine.

Write for special circular.

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3541 Washington Street

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Red Wing Thorobred
THE MOTOR WITH POWER TO SPARE



Economical Power . . .

Reliability . . .

Long Life . . .

The rugged BB-Four—40-50 h.p. THOROBRED. Bore 4 1/2"; Stroke 6". Popular for all types of fishing boats up to as large as 45 feet.

Let us tell you about the Red Wing model best suited for your boat and purpose. Write for complete catalog, showing 21 sizes, 4 to 150 h.p.

RED WING MOTOR CO., Red Wing, Minnesota

USE THE BEST "JERSEY CITY" COPPER PAINT AND TOPSIDE PAINTS

SINCE 1861
MADE BY
**PETTIT
PAINT
CO., INC.**
JERSEY CITY
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SEND FOR FREE COPY ATLANTIC COAST
TIDE TABLES; FIGURES FOR EVERY HARBOR

A. W. Thompson will direct Fairbanks-Morse Manufacturing

A. W. THOMPSON, who for the past five years has been Pacific Coast Manager in charge of sales for Fairbanks, Morse & Co., has been appointed vice-president in charge of manufacturing according to an announcement made public by W. S. Hovey, president.

Mr. Thompson succeeds Mr. Heath, who resigned November 1.

That Mr. Thompson is exceptionally well qualified for the position is evident from his past experience. He is an engineer by education, having been graduated with an engineering degree from the Rensselaer Polytechnic Institute in 1907. Upon his graduation he became associated with the George A. Just Co. of New York City and later with Westinghouse, Church, Kerr & Co., with both of which he had both engineering and sales experience.

In 1910 he made a connection with the General Electric Co. and remained there for ten years, during which time he was in charge of the design and development of the Erie Works of that company. In 1920 Mr. Thompson joined the Fairbanks-Morse organization as general manager of the Indianapolis plant and in 1926 he was transferred to San Francisco as Pacific Coast Manager in charge of sales. In 1928 he was made a vice-president.

He has, during all of this period, maintained a close contact with all of the manufacturing properties of the company, particularly that at Beloit, Wis., where he will make his headquarters.



A. W. Thompson, Vice President in charge of manufacturing, Fairbanks, Morse & Co.

Ice Flaker for Fishing Plants

FISH reach market in better condition and bring higher prices when packed in properly broken ice. For many kinds of fish, the ice should be chipped to a size ranging between that of a ten cent piece and a nickel. Coarse ice and chunks crush or cut the fish and do not pack so readily, particularly in cavities. To produce ice in quantities of just the right grade for packing and shipping, the Cochrane Corporation have modified their standard Creasey Ice Breaker to make what they call an Ice Flaker.

The Creasey Flaker has more picks, closer teeth on the comb, and a narrower throat than has the standard Creasey Ice Breaker. Also, the lugs for holding the picks have been removed from the drum and the picks inserted directly into the rim of the drum itself, so that the latter is a smooth cylinder, without projections which would tend to crush the ice and make snow ice.

Complete description and information, including sizes, dimensions, weights and prices may be had by addressing Cochrane Corporation, 17th & Allegheny Ave., Philadelphia, Pa.

New Gray Catalog

A NEW catalog by the Gray Marine Motor Co., 6910 E. Lafayette Ave., Detroit, Michigan, illustrates and describes the new Gray "Vee-Drive" Gear. This catalog is not written as an engineer's treatise, but as a simple, non-technical explanation of the principles of "Vee-Driving", the construction of the "Vee-Drive" Gear, and the uses to which it may be put. The catalog also gives complete instructions and drawings for proper installation and operation of the unit. Copy may be had on request.

The Fishing Gear Mart

MARINE BARGAINS

Commercial craft of all sizes and types; coasting, freight-ing, fishing, dragging and pleasure; straight power or aux-iliary. Friendship Sloops 28' to 44', prices \$400 and up. Here are a few offerings: Flush deck short-rigged sloop, 48' x 11'4", new 1919, 31 H.P. Lathrop Engine, A-1 condi-tion, \$1,000. 50' x 13'6" x 5' Oil-powered dragger, new 1924, ketch-rig, full equipment, now in commission; had only one owner. Wants offer. Freight or fish boat, 62' x 16' x 4'6", 60 gross tons, C-O powered, built 1921, A-1 condition, \$2,500. 35' x 10' trunk cabin fish boat, 35 H.P. Kermath, 3 years old, \$1,000. 45' x 10'6" wet-well lobster smack, twin-screw, oak construction, Morse-built 1918, fully equipped, \$2,000. 63' x 15'3" freight or fish boat, sloop-rig, Canadian registra-tion, built 1923, 65 H.P. Lathrop, A-1 condition, \$2,750. 52' x 12'6" freight boat, Mianus 2 cycle powered, good con-dition, \$600. 37' x 10' cabin fish boat, powered with R. W. Palmer, 28 H.P., fine condition, \$1,100. 37' x 9'6" cabin work boat, Frisbee powered, \$375; and many others.

MARINE ENGINES: 25 H.P. Model Z Gray, \$135. 25 H.P. Kermath, \$250. 25 H.P. Kermath, like new, \$325. Fay & Bowen Model LC-41, used two summers, 27 H.P., \$210. Wolverine 11 x 12, three cylinder, used only three months, \$575. 25 H.P. light four Gray, like new, 1931 model, \$250. 100 H.P. Kermath, \$800. 150 H.P. Kermath not run over fifty hours, \$1,000; and many others. We have some good used Reverse Gears and Propellers. Write us as to your requirements. KNOX MARINE EXCHANGE, YACHT & SHIP BROKERS, CAMDEN, MAINE.

FOR SALE

A 43 ft. boat, beautiful hull, 10 ft. 3 in. beam, 34 in. draft, ruggedly built, fast and seaworthy, price very reason-able. Also a brand new hull, will sell as is or complete job. Address William Frost, Jonesport, Maine.

33' x 10' x 4'4" Launch, 40 h.p. Lathrop, 2 years old. Starter and generator, boat completely electrified, all gear for swordfishing and dragging, 125 new lobster pots, lines, 400 buoys. Boat 7 years old, in A1 shape. Address: Box 5, ATLANTIC FISHERMAN, Goffstown, N. H.

150 h.p. Fairbanks-Morse C-O engine with sailing clutch in A-1 condition. T. Ralph Foley, Gloucester, Mass.

New boat, 50 feet long, square stern, good model. Ad-dress B. F. Warner, Kennebunkport, Me.

Schooner *Audrey and Theo.* Length, 54.2 ft., beam, 15.7 ft., depth, 8.5 ft. 90 mackerel nets and 3 dories. Reason-able. Apply A. C. Smurrage, 13 Russell Ave., Gloucester, Mass.

Baby, 32 feet long, 10½ feet beam, Lathrop 30 h.p. All equipped for dragging. Inquire Walter E. McDonald Pack-ing House, Noank, Conn. Telephone, Mystic 749-2.

FISHING BOATS FOR SALE

- 5 Diesel freight boats, from 200-300 tons capacity.
- 80' Diesel schooner, British flag, \$6,000.
- 60' 2-masted fisherman, complete swordfishing gear, \$3,000.
- 15 trawlers, steam, Diesel, and oil burning.
- 20 Diesel 2-masted schooners.
- 6 4-masted schooners, \$3,000 each.
- 1 3-masted schooner, (offer).
- 1 3,200 gallon tankboat, 40 h.p. Diesel, \$3,000.
- Tankboats from 3,000 gallons to 40,000 gallons; both steel and wood. Wood and steel hulls, yachts, steamers, towboats, scows, dredges and floating property of every description. Inquiries and listings solicited.

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FOR BEST RESULTS ship to
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JONESPORT, MAINE
DESIGNER AND BUILDER OF BOATS



SPEED AND WORKMANSHIP
GUARANTEED—STORAGE YARD
REPAIRS—HAULINGS UP TO 100 TONS
GOOD SERVICE ASSURED IN OUR
NEW MODERN PLANT

REMANUFACTURED BY GRAY

NEW LOW PRICES on factory rebuilt GRAY Fours, Sixes and Eights,—Heavy Duty and High Speed,—15 to 150 h.p., a few trade-ins, several factory test motors, and special race jobs. Every motor completely factory rebuilt; each worn part replaced; block-tested, painted and fully equipped (see catalog). Now is your chance to save. All quotations sub-ject to prior sale—frequently only one of a size available.

ANALYZE THESE SAMPLE OFFERINGS for value and savings. 3 specimen offers from the current lot of over thirty units.

1. 1931 Gray "Four-56", Heavy Duty, 30-55 h.p. Used three months. Ideal for heavy fish boat. Write for details. Price, f.o.b. Detroit \$325
2. 1930 Gray "Four-30", all-iron, 20-30 h.p. at 1200-2000 r.p.m., starter, generator, clutch and reverse, perfect condition, f.o.b. Detroit \$238
3. Gray "High-Torque", Heavy Duty Model "480", 6 cylinder, 105 h.p. at 2000 r.p.m., double ignition, used as factory test engine—for various accessory tests—never in a boat, guaranteed perfect, one only, f.o.b. Detroit \$945

Many other Grays and some other makes.
Full history and description on request.

GRAY MARINE MOTOR COMPANY
672 Canton Ave., Detroit, Mich.

Portable Equipment Patented for Quick-freezing Foods

PATENTS have been granted covering the invention of portable equipment for quick-freezing perishable foods near their source on cattle ranges, in truck gardens, orchards, and on fish piers, according to a statement by General Foods Corporation, which said that the equipment was designed for use under the basic patent rights of the original Birdseye process.

The new apparatus is being used this fall adjacent to harvest fields at several places in the East, for quick-freezing various kinds of vegetables and berries, and for freezing seafoods, the statement said.

It was described as an enclosed series of refrigerated metal plates, arranged one above the other, between which packaged foods are sandwiched for quick-freezing.

The apparatus was developed at the Birdseye Laboratories, Gloucester, Mass.

The new apparatus is known as the Birdseye multi-plate froster. While having similar elasticity and simplicity of operation, and utilizing the same direct-contact and controlled-pressure principles originally worked out and patented in connection with the double belt machine, the multi-plate apparatus sets new standards of low first cost, efficiency of operation, and economy of floor space. It is an all-purpose machine valuable for both small and large scale production; and will handle equally well either packaged or bulk products.

As its name implies, the multi-plate froster consists of a series of refrigerated metal plates placed one above the other, capable of being opened to receive products between them, and closed upon the products with any desired degree of pressure. The plates have been specially designed and developed by the Birdseye organization, and consist of aluminum alloy cast around metal coils.

The plates in the commercial models are 43 inches wide, 52 inches long and about two inches thick. They are machined and ground smooth on both sides. The relative movement of the plates is obtained by means of an ingenious arrangement of pantographs or "lazy tongs".

The entire apparatus is enclosed in an insulated cabinet and can be operated in ordinary room temperature. Since the plates are arranged one above the other, it is possible to freeze more than a dozen layers of product in a room having a ten-foot clearance.

Pressure on the product between the several plates is uniform and is automatically maintained at any desired point from practically zero up to 150 or more pounds per square foot. This accurate control of pressure and the great conductivity of the metal plates insure extremely rapid extraction of heat from the product being frozen.

In practice it has been found that when the plates are maintained at about -25 degrees F., two-inch packages of seafoods, meats, vegetables, and fruits can be completely frozen in less than 90 minutes. Ordinary unpackaged fish fillets freeze in eight to ten minutes.

Inasmuch as the freezing of the product progresses simultaneously toward the center from both sides in a sharply defined line, no single cell or group of cells requires more than 15 to 20 minutes to pass through the "zone of maximum crystal formation."

The fact that substantially all products can be frozen with great rapidity by holding the plates at not lower than -25 degrees F. has made possible the use of direct expansion, single-stage ammonia as the refrigerant, the suction line operating at approximately three pounds back pressure. This arrangement insures minimum first cost and maximum operating efficiency for the refrigerating apparatus.

Both large and small models are portable, and refrigeration may be supplied to them either from ammonia compressors furnished for the purpose or from refrigeration facilities already available in plants in which the machines are to be used. Brine may, if desired, be used as the refrigerant, instead of ammonia.

Inasmuch as the refrigerant is completely enclosed the apparatus may be operated with the plates at any desired angle. In other words, the multi-plate froster is especially suitable for use aboard vessels operating at sea, and is capable of handling any type of bulk or packaged products which such operation may require.



Fish Market Entrance, Baltimore, Md.

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